

# 52 GENEVA SHOW STARS

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Aston Martin DBX concept revealed



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Martin Brundle talks up the F1 season



## The Mercedes C450 AMG Estate gives off an 'only car you'll ever need' vibe

Matt Prior, p26



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Why Ruppert loves a low-CO<sub>2</sub> Lexus





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## AUTOCAR

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**THIS WEEK'S TOP FIVE**

VIDEO

**Porsche Cayman GT4**

Ultimate Cayman: watch and hear it in action



GALLERY

**Geneva motor show**

Some of the weird and wonderful cars on display in Geneva



NEWS

**Bentley EXP 10 Speed 6**

More details about this British show-stopper



BLOG

**Hilton Holloway**

Under the skin of Volvo's new seven-seat XC90



BLOG

**The £500 Jaguar**

We spend small change on a 20-year-old XJ



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DBX concept is a sign of Aston's new-found confidence

# Aston's fightback starts right here

**THE CONTRAST BETWEEN** this year's Aston Martin stand at the Geneva show and last year's couldn't have been starker – and not just because of the surprise unveiling of the DBX crossover concept to sit alongside the staggering £1.8 million Vulcan and extreme, sold-out Vantage GT3.

Instead, what stood out was a palpable sense of excitement among employees, customers and even representatives of the major shareholders, who were present to witness what may come to be regarded as the beginning of the turnaround, should the ambitious plans come off. Here, finally, is a company with a sense of purpose once again.

Much credit belongs to new boss Andy Palmer, but it's also clear that the company has long bubbled with ideas and intent but has previously lacked the financial clout to enact them. Now suitably enthused and supported, there's a sense among employees that they know where they're going and how to get there.

The proof will come with the first of the new-generation cars, set to be revealed next summer. But all the signs are that Aston Martin is ready to fight again.



**JIM HOLDER** EDITOR

[jim.holder@haymarket.com](mailto:jim.holder@haymarket.com) @Jim\_Holder



# THIS WEEK

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DBX concept is slightly shorter than a V8 Vantage



## DBX heralds new-wave

■ Electric crossover concept previews Aston Martin's first 4x4 model ■ Four electric motors

**A**ston Martin has revealed its second extraordinary car in as many weeks: a rule-changing, high-riding GT concept called the DBX that will target a younger, more diverse group of luxury buyers, particularly women.

The new model comes hard on the heels of the super-exclusive but essentially more conventional Vulcan track car. It is the latest in a flurry of model announcements that have surrounded the arrival of a dynamic new CEO, Andy Palmer, including the latest DB10 'Bond car', a Lagonda saloon for Europe

and a 590bhp V8 Vantage GTE Special Edition.

The DBX is the strongest evidence yet of Aston's intention to embrace a new philosophy, which holds that to have a sustainable future, the company, rarely profitable in its 102-year history, must be "less dependent on a narrow product portfolio and an over-dependence on one type of customer".

It's time, Aston bosses believe, to appeal to a new generation of men and women while taking care not to lose existing loyal supporters.

The DBX's creators describe

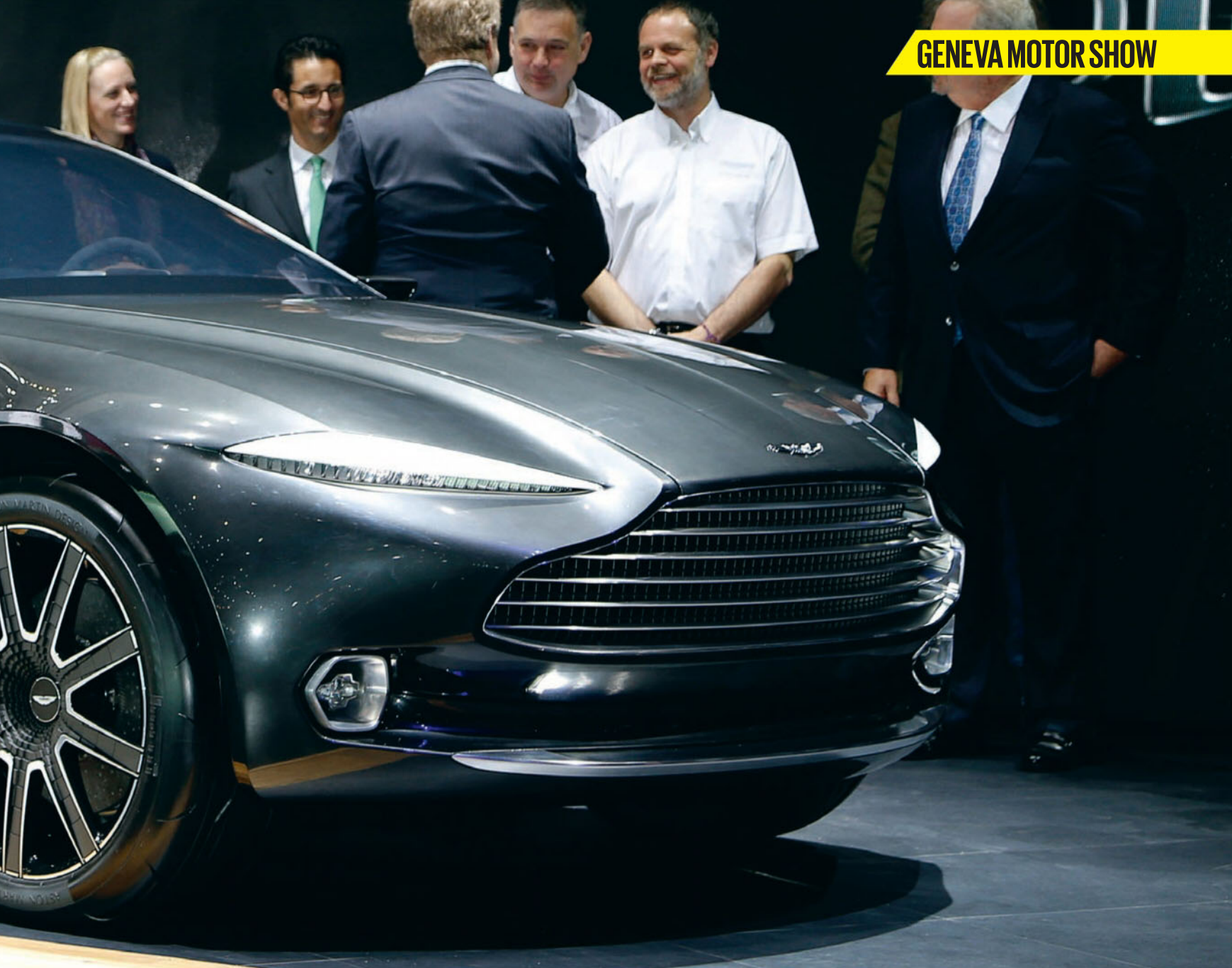
the new car as a sports crossover, Gaydon's first all-electric, all-wheel-drive model. It combines sleek, unmistakably Aston lines and an instantly recognisable grille with a Range Rover Evoque's ground clearance, big doors, a flat floor and no door sills. The result is easy access to a cabin that can house four adults and their luggage in comfort.

For now, the DBX concept's mechanical package challenges convention. There are four inboard-mounted electric motors, each driving one wheel. Power flows from lithium sulphur battery packs



Four-seat cabin employs luxury materials, such as nubuck leather





# Astons

## Much broader Aston range planned

mounted low along the north-south spine of the chassis. The advantages of this layout include all-wheel traction for low-grip situations, and sophisticated torque vectoring and traction control as the car corners and accelerates.

The steering is drive-by-wire and the brakes are carbon-ceramic discs with a built-in kinetic energy recovery system (KERS). The lights are LEDs, the windscreen is made from auto-dimming 'smart glass' and there are separately configurable driver and passenger head-up displays. Rear-facing cameras take the

place of conventional mirrors.

However, any production offshoot – and Aston people don't deny that there will be one – will be a four-door with its rear doors well integrated into the design and a slightly higher roofline, much as a Rapide relates to a DB9.

The first production versions are almost certain to use conventional petrol engines, but Aston very much sees the DBX as a new-wave product and will want to progress to hybrid and electric versions as soon as convincing technology becomes available, undoubtedly through its →

### Q&A ANDY PALMER, CEO, ASTON MARTIN

**Your 'Second Century' plan sounds very aggressive. What are the key elements?**

"By the end of the decade, Aston Martin will not only replace every car in the current range but will also add up to three model lines and enter segments new to the company. We'll combine the very best of British design and craftsmanship."

**Aren't you worried that Aston exclusivity will be threatened?**

"Not at all. We'll always be volume capped at 7000, which will ensure demand outstrips supply."

**What's the point of targeting women with a special car, like the DBX?**

"The number of high-achieving women is rising fast. Women's

opinions already affect the direction of most car purchases and we're convinced there are enough who'd like to own a car that is better and cooler than an ordinary SUV but don't want a sports car."

**How will your women's advisory board help?**

"They'll help us avoid mistakes, and to design and equip the car in a way that suits them. Instead of starting with the usual 95 percentile male to design things, and making everyone else fit, we might do it the other way around."

**Are you concerned that targeting women will disenfranchise some of your male customers?**

"No. For one thing, women are pretty empathetic. They'll be happy if the car appeals

to men, too. In any case, there are plenty of women who enjoy driving as much as men do. The DBX project helps underline our intention to have a striking level of design differentiation between models."

**When will we see results of the investment funds that you are raising from shareholders?**

"The investment is already yielding results. Late last year we delivered significant updates to Vanquish and Rapide models, and we're well on course to bring more product enhancements to Vantage, DB9 and Rapide this year. And then, you've got all our Geneva actions..."





← technical links with minority shareholder Daimler.

Design chief Marek Reichman says some of the learning about the crossover's proportions comes from the Mercedes-Benz GL, although the concept does not have Mercedes underpinnings. Overall length is 4.3 metres and the height of 1.7m is similar to a conventional saloon's. The driver sits about 400mm higher than in a DB9.

The concept's luxurious interior contains much fresh thinking. It makes ingenious use of top-quality materials, such as machined billet aluminium for the controls and switches, and velvet-like nubuck leather for the seats and trim. The exterior features a new finish called Black Pearl Chromium.

The idea for the DBX surfaced on Palmer's fourth day in the job – he has now been at it five months – and is an honest attempt to attract female luxury car buyers. Indeed, the car is proposed for a notional well-heeled American businesswoman from Silicon Valley called

Charlotte, who might normally choose a Porsche Cayenne but has a bigger budget and wants a more exclusive and cooler car than a conventional SUV.

So keen is Aston to get the attention of women that it plans to appoint a female advisory board for the project, comprising widely disparate members who could probably afford a car like this but are not necessarily customers. Board members would comment regularly on progress via meetings and focus groups.

Reichman sees converting the DBX concept into a production car as a big creative challenge. "Every car we do has to be beautiful," he said, "but particularly this one, which so deliberately targets new customers of a different gender. They're very switched on, very discerning. They're luxury conscious and they know a great deal about fashion. They'll only embrace this new kind of GT driving we're calling 'sporting comfort' if they're certain they look cool doing it. We have some challenges ahead."

**STEVE CROPLEY**

## New base set up for £1.8 million Vulcan



ASTON MARTIN IS setting up a skunkworks at a location in Warwickshire to build the 24 examples of the £1.8 million Vulcan track day car.

A site has been found in Wellesbourne, near Gaydon, where the Vulcan will be assembled from parts bought in from specialists, mostly race-engineering suppliers, and from Aston itself.

A small, hand-picked team of engineers will start making the cars later in the summer, with the first deliveries due at the end of the year.

Multimatic, the Canadian company that built the carbonfibre tub for the One-77, will supply the same part, albeit slightly modified, for the Vulcan.

But other main componentry will be unique to the Vulcan, because the specification is focused on the essentials required for a rapid track day car, such as an Xtrac gearbox with straight-cut gears and a sequential change.

One key change from the One-77 is that the ride

height is adjustable; the suspension can be moved between track and road settings.

"We will focus all the set-up of the Vulcan on the track," said project chief David King.

King said the chassis will be progressive on the limit, allowing a relative novice to lap quickly. Simulations suggest that the 800bhp, 1350kg Vulcan will lap Le Mans in a similar time to an LMP2-class car.

**JULIAN RENDELL**

Under its skin, the DBX has one electric motor powering each wheel







Driver sits about 400mm higher than in an Aston DB9



Front end looks typical Aston but ride height is not

### Three different styles for future Astons



ASTON MARTIN WILL design its next generation of cars with much greater styling differentiation between models to accommodate an expanding range over the coming decade.

The DBX and Vulcan show two of three new individual design directions: the more formal look on the DBX and the tauter, sportier appearance on the Vulcan.

"It's time to develop new ideas as we go into a new era of investment," said Aston's creative director, Marek

Reichman. "We'll launch a new product every year for the next five years."

Characterised by the refined styling theme and traditional chrome grille of today's Aston range, the DBX will inform the next-gen DB9 and a new five-door crossover to create Aston's new GT line of models.

Meanwhile, the Vulcan's edgier styling and more aggressive 'jet intake' grille will create a new identity for the Vantage and Vanquish.

The 'three line' strategy

is being driven by CEO Andy Palmer, who signed off the DBX in his first week at Aston last October. The third line is called 'Super Saloons' and will be developed out of the Lagonda Taraf and Rapide replacement.

The 2016 replacement for the DB9 has largely been already tooled up, so Palmer can't significantly influence the shape. That leaves the 2017 Vantage as the first car the new CEO can truly influence for production.

**JULIAN RENDELL**





Seat 20V20 is about the same size as an Audi Q5

# Seat reveals future look on SUV

This 20V20 concept previews a new seven-seat SUV and shows how Seat's design is likely to evolve

**S**eat has previewed its future design direction and the third model in a potentially three-strong range of SUVs with a new concept called the 20V20 at the Geneva motor show.

Design boss Alejandro Mesonero-Romanos told Autocar the concept car showed how the design language of the current Leon would evolve on models launched from 2016 to the end of the decade. Large parts of

the design are set to feature on the new Ibiza in 2016, he said.

It's also significant that this concept could become the third of three Seat SUVs.

A Leon-based Nissan Qashqai rival with a design not influenced by this concept will appear in 2016 and be followed soon after by a smaller Nissan Juke-sized SUV. Mesonero-Romanos said the 20V20 project is "what we target after" the launch of those cars.

He said: "It is not approved

yet by the board, but if all goes well this car is a promise for the future."

Mesonero-Romanos describes the future design as "a big evolution from Leon" that is "even more sculpted with the lines, more brutal, tighter and more precise".

Seat has chosen to display this concept car now, previewing a model a long way from launch, as a sign of the strength and confidence of the brand and to show future

ambition beyond its already confirmed model plans.

The concept car is larger than a Qashqai at almost 4.7 metres in length, making it Audi Q5-sized. If it makes production by 2020, as expected, it will be a seven-seater. It is based on the largest version of the Volkswagen Group's MQB platform.

The interior also shows how Seat will evolve the design from the current Leon. The interior style is instantly familiar from

the Leon but altogether more futuristic and controlled, using what Mesonero-Romanos describes as a "Seat Core".

The Core is effectively a magnetic circular key that a user locks into the centre console, and the car's entire suite of interior functions – including driving modes, heater controls and infotainment options – are then loaded up, similar to a user profile of custom preferences on a laptop.

**MARK TISSHAW**

## Audi gives strong clues to next-gen A6 Avant



**THE AUDI PROLOGUE** Avant concept car previews the next-generation Audi A6 Avant, due in 2017, and the next generation of Audi estates after it.

Design chief Marc Lichte confirmed to Autocar at Geneva that the Prologue Avant was a touch larger than the production car (he ruled out the possibility of a larger A8 Avant) but the proportions and shape were representative of the production estate car.

Lichte said the Prologue concept managed to maintain the large load space of an Audi estate but with a more rakish look thanks to some clever design tricks.

The new A6 Avant will be based on the MLB platform first used on the new Q7. Its wheelbase will be between that of the A6 and A8 saloons.

Lichte revealed that the face of the new A6 would be between the elegant look of the A8 and the sportier A7. He said there would be

greater visual differentiation between the 'A' models, and even more changes for 'Q' and 'R' models.

The Prologue Avant concept also points to the interior of the new A6, A7 and A8 models. Lichte said there would be almost no buttons in future Audi cabins. The controls would be operated by touchscreens with haptic feedback and OLED tech properly integrated into the cabin, and by swiping and voice gestures.

### AUDI R8

The new Audi R8 will be available to order in the UK from May. The 532bhp V10 version costs £119,500 and the more powerful 601bhp V10 Plus model is £137,500. The first deliveries will take place late this year.



### TOURING SUPERLEGGERA

Italian coachbuilder Touring Superleggera's Geneva motor show star was the Berlinetta Lusso, a new model based on the Ferrari F12 Berlinetta. Its new look gives the car a more classical appearance.







Many European and US cars have already been sold

## McLaren 675LT tipped to sell out fast

ALL 500 EXAMPLES of the £259,500 McLaren 675LT are expected to be snapped up within a matter of weeks of the car being revealed, making it an even faster seller than the P1 hypercar.

Many of the cars earmarked for Europe and the US are already spoken for and will go to existing McLaren owners, including several who buy every model that is offered to them by the company.

The new model made its

world debut at the Geneva show, and customer deliveries will begin in July. It is a much more track-focused model than the 650S on which it is based and comes with many elements geared towards improving handling and performance.

One of these is an optional Club Sport pack, which is available in the UK for £5090 and adds a titanium roll hoop, four-point harnesses and a fire extinguisher.

The changes to the driving

experience come from more than just an increase in power, though. It is also 100kg lighter than the 650S. Mark Vinnels, McLaren's programme development chief, said: "The reduction in mass makes the biggest difference to the way the car feels."

The 675LT comes with a significantly modified 666bhp version of the 650S's twin-turbo 3.8-litre V8. McLaren says 50% of the parts in the V8 engine are new, including

the turbos, camshafts and connecting rods. There are also detail revisions to the cylinder heads and exhaust manifolds.

All the changes result in a 0-62mph time for the rear-drive 675LT of 2.9sec, 0.1sec faster than the 650S. The 0-124mph time is more radically improved and is cut from 8.4sec to 7.9sec. The 675LT's 205mph top speed is 2mph less than the 650S's due to the extra drag of the aerodynamic package.

## Glickenhaas supercar for road and track

SCUDERIA CAMERON Glickenhaas has unveiled both road and racing versions of its SCG003 supercar. The road version costs £1.65 million before tax and the race model is £1.5 million. Both feature the same all-carbonfibre construction and Le Mans prototype-style bodywork.

The race version is powered by a modified Honda HPD 3.5-litre twin-turbo V6 and gives 520bhp with the restrictor mandated by the GT3 technical regulations with which the car complies. These

same rules dictate its 1300kg weight. In road-going form with the same engine, it has about 650bhp and weighs 1150kg.

Founder Jim Glickenhaas conceived the car as a throwback to when people used to drive their cars to the track, race them and drive away.

"Change the splitter, the wing and the diffuser and you have the race car," he said.

He is planning a two-car assault on the Nürburgring 24 Hours in May. The cars will be driven to the track and then converted in the paddock.



Road-going version has about 650bhp and weighs 1150kg

### OUR SHOW STARS



#### LAND ROVER DEFENDER

How could I pass up the chance to select a 67-year-old stalwart that won't be here next year? This green one was mobbed all day. **SC**



#### PORSCHE CAYMAN GT4

If I sat down to configure my perfect sports car, I know exactly what I'd want it to be like. In short, it would be the Porsche Cayman GT4. **AF**



#### VAUXHALL VIVA

Vauxhall's new Viva has an amazing interior package, impressive feature list and low starting price of £7995. Proof that affordable does not have to mean cheap. **JC**



#### ASTON MARTIN DBX

Bold and challenging, Aston Martin's DBX opens a new chapter in which high-riding four-seaters are as much the future as low-slung sports cars. **JR**



#### INFINITI QX30

If the QX30 is as close to the production model as people say, it looks like the most credible Infiniti yet. It could be just the car to boost the firm's European efforts. **JM**

### BORGWARD

German car maker Borgward has been resurrected by a consortium led by the grandson of the original founder. The firm announced its revival at the Geneva show, and will reveal its first model at the Frankfurt show in September.



### FERRARI 488 GTB

The central tub, roof panel and front suspension are the main carried-over parts from the 458 to Ferrari's new 488 GTB, said CEO Amedeo Felisa. The rear structure is largely new to house two large intercoolers for the new turbo 4.0-litre V8.







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\*Prices and offers apply to qualifying DS 3 Ice special editions when ordered and delivered between 01/01/15 and 31/03/15 and includes VAT, delivery to dealer, number plates, Government First Registration Fee and 12 months' graduated vehicle excise duty. Model Shown: DS 3 Ice DStyle PureTech 110 S&S manual. OTR price £17,220. Initial customer rental £3,560.72; followed by 46 monthly rentals of £230; optional final rental £7,124. Lowest and highest Elect 4 Personal Lease examples are based on DS 3 Ice DSign PureTech 82 manual and DS 3 Ice DStyle THP 165 S&S 6-Speed manual respectively. Initial customer rental £3,301.87-£3,697.28; followed by 46 monthly rentals of £189-£240; optional final rental £6,080-£7,248. Annual mileage 6,000. Charges may apply if annual mileage is exceeded. Payment of the optional final rental extends the rental term (this does not transfer title of the vehicle) and requires an annual rental equivalent to one month's rental. All rentals inclusive of VAT. Citroën UK Ltd is acting as a credit broker and is not a lender. To finance your lease we may introduce you to a limited number of lenders. Finance subject to status. A guarantee may be required. Over 18s only. Written quotations available on request from Citroën Financial Services, Quadrant House, Princess Way, Redhill, Surrey RH1 1QA. Prices and offers correct at time of going to press, subject to stock availability. Contact your participating dealer for latest prices, offers, terms and conditions or visit citroen.co.uk.



## OUR SHOW STARS



## LOTUS EVORA 400

More performance was the headline, but the big news was the step up in quality. It reaffirms that the new boss in Norfolk is both tenacious and ambitious. **JH**



## SEAT 20V20

Seat has finally got clarity and direction, with an impressive array of Leons, a new Ibiza and stylish SUVs to come, previewed by this concept. **MT**



## VW SPORT COUPÉ GTE

The Sport Coupé GTE reveals a fresh new direction for Volkswagen's future production models while showcasing the sort of hybrid tech they'll offer. **GK**



## KIA SPORTSPACE

Estates outsell saloons three to one, so Kia needs this version of its next Optima. That it has made this concept look so good speaks volumes. **RW**



## NISSAN SWAY

Sometimes a car just looks right, and the Sway is one. It is close to what Nissan's next supermini will look like – and that's a load better than today's Micra. **RB**

# Bentley goes hybrid, RWD

V6 petrol-electric powertrain option for new two-seat sports car, due in 2019

**A** V6-electric hybrid powertrain, rear-wheel drive and a two-seat cabin would position a production version of the sleek EXP 10 Speed 6 as a complement to Bentley's best-selling Continental GT coupé if it gets the expected production go-ahead for a 2019 launch.

The hybrid would line up alongside a new V8, currently being developed by Porsche for the next-generation Panamera and Cayenne, as the two engine options, sources have revealed.

The turbocharged V8 is said to develop close to 600bhp,

despite a sub-4.0-litre capacity designed to squeeze under a Chinese tax barrier.

The hybrid powertrain, whose V6 engine will have a capacity of around 3.0 litres, will develop up to 500bhp when petrol and electric outputs are combined. It is set to be used by both Bentley and Porsche in place of the Audi-developed unit used today.

Bentley's hallmark W12 is not being considered, partly because the tall engine can't be packaged under the EXP 10's swooping bonnet.

An entry-level version of

the car would weigh less than 2000kg, in part thanks to the Volkswagen Group's lighter MSB architecture on which it will be based.

The marketing case for the production EXP 10 has been carefully constructed to allow room for Bentley to continue to sell the Continental GT.

The next-generation Continental will focus on its GT characteristics of four-wheel drive for all-weather security and more relaxing driving manners. It will also grow in size to become a true four-seater, while the rear-wheel-drive

EXP 10 will be more focused. "We don't see them as direct competitors to each other," said Bentley sales director Kevin Rose.

Despite its role as a more relaxing GT, the next Continental is also tipped to feature more athletic styling.

Bentley can afford the luxury of two different coupés because it is sharing development costs with Porsche on an all-new luxury car architecture to underpin both manufacturers' ranges for the next decade.

**JULIAN RENDELL**

# Vauxhall reveals key to Viva's big ideas

VAUXHALL DISCLOSED SOME of the secrets behind the impressive spaciousness of its new £7995 Viva at Geneva.

The Viva is a sub 3.7-metre car with five doors and a Tardis-like interior that can accommodate 6ft-tall passengers in the front and rear at the same time. There's also a decent boot with room for a supermarket shop.

The space has been liberated by lowering the floorpan, according to design chief Mark Adams. "By doing that, we can sit people in a

more upright position and create more space between them," he said.

Despite its low entry price, standard equipment includes a phone-integrated multimedia system, hill start assist and lane departure warning. Options include cruise control, heated front seats and a heated steering wheel.

Show cars were equipped with an optional leather steering wheel that could end up as standard equipment, depending on how the car is specified for the UK market.



Viva promises a relatively generous list of standard kit for £7995

## PININFARINA SERGIO

Pininfarina's coachbuilt version of the Ferrari 458 Italia, the Ferrari Sergio by Pininfarina, was seen in production form at Geneva. Just six will be built, each costing £2.5 million. The car is a tribute to legendary designer Sergio Pininfarina.



## SSANGYONG TIVOLI EVR

As well as unveiling the new Tivoli, Ssangyong showed an extended-range electric version as a concept. The electric motor is backed up by a small petrol engine. Claimed range is 80 miles on the battery or 310 miles with the range extender.







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#SR7

5:24 PM



## NEW **SR7** RANGE



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Fuel consumption figures in mpg (l/100km) for the New Kia Carens 'SR7' Special edition are: Urban 33.6 (8.4) – 53.3 (5.3), Extra Urban 53.3 (5.3) – 67.3 (4.2), Combined 44.1 (6.4) – 61.4 (4.6). CO<sub>2</sub> emissions are 149 – 120 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Carens 'SR7' Special edition 1.6 GDI 133bhp 6-speed manual ISG @ £18,105 including metallic paint @ £510 and £1,700 customer saving. Non offer price £19,805. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto [kia.co.uk/sr7](http://kia.co.uk/sr7) for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit [www.kia.co.uk](http://www.kia.co.uk). Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.





Last of the 450 Veyrons made was at the Geneva show

# Veyron to eclipse itself

Successor to Bugatti's hypercar is said to be faster and "automotive art"

**B**ugatti is well advanced with a "more powerful, faster and more breathtaking" car to succeed its 14-year-old Veyron, according to recently appointed CEO Wolfgang Dürheimer, who also runs Bentley and was on hand at the Molsheim company's Geneva stand to introduce the very last Veyron.

Dürheimer resisted calling the new car a Veyron replacement, agreeing only that it would be "in character" and that it would be "a piece of automotive art, like its

predecessor". It would be another history maker, he claimed, harnessing all the potential of the 1000bhp 8.0-litre W16 engine that has given the Veyron so much of its distinctive character.

The Bugatti chief declined even to confirm that the new car would be mid-engined, although he did describe it as "the next super sports". Industry watchers insist the Veyron's longitudinal, mid-mounted layout, with integrated gearbox and final drive, will survive in the new application. This

points overwhelmingly to the production of another mid-engined car.

Dürheimer also declined to forecast an on-sale date ("art is finished when the artist is ready to sign it"), but he agreed that a long gap between the Veyron leaving the stage and the new car arriving wouldn't be desirable.

"Our staff at Molsheim are sweating a lot, and working long hours to have it finished," he said.

Bugatti insiders say the new car will have a considerably more "designed"

body, agreeing that the Veyron's proportions were created mainly to contain the car's huge mechanical package, and the new one would have more scope for design flair.

The completion of the last Veyron brings total sales to 450. The model went on sale in early 2006 but has attracted considerably fewer than 450 buyers because dozens of them have bought more than one. One Middle Eastern owner is understood to have at least four.

**STEVE CROPLEY**

## Confidential

MERCEDES-BENZ CHIEFS continue to say they are happy with the current deal with Aston Martin. Company boss Dieter Zetsche said it wouldn't be a good idea for Aston to be owned by a big group, and AMG boss Tobias Moers said the terms of the existing deal remained the plan, although he would meet with new Aston boss Andy Palmer to discuss any fresh ideas.

KIA HAS JOINED the turbo three-cylinder club with a new 1.0 T-GDI Kappa petrol engine producing 188bhp and 127lb ft. It will appear first in the Cee'd at the end of this year with conventional transmissions and in 12 to 18 months' time mated to the new seven-speed dual-clutch automatic also revealed for the first time at Geneva.



ASTON MARTIN was the talk of the Geneva motor show, and several rival car execs were spied on its stand. Most notable was Bentley and Bugatti chief Wolfgang Dürheimer (above), who had a close look at the DBX concept. Rolls-Royce design chief Giles Taylor was also caught examining the DBX.

DS IS SET to ramp up its personalisation options after being separated from the Citroën brand. The DS3 is reckoned by Citroën bosses to have more variants than any other rival, and the firm is keen to roll similar levels of options out across its entire range.

THE ALFA ROMEO relaunch is on track for 24 June, Fiat Chrysler Automobiles boss Sergio Marchionne confirmed at the Geneva show. The first of the new generation of rear-wheel-drive Alfas powered by bespoke engines will be a BMW 3 Series-sized saloon, rumoured to be called Giulia. It will be shown in Milan in June.

# Infiniti plots high-performance Q30

A HIGH-PERFORMANCE model will top off the range of the new British-built Infiniti Q30 hatch, extending the range to three models in around 2016-2017.

Details of the model's powertrain are scarce, but one possibility is a high-output version of Infiniti's new 208bhp turbocharged 2.2-litre four-cylinder engine just launched in the Q50 saloon. Performance versions of rival engines are producing about 300bhp from a similar capacity.

The rapid Q30 – which could feature the 'Eau Rouge' name used on the Q50 super-saloon concept – is expected to have a lowered chassis that will

drop the high-riding Q30 hatch closer to the road to improve its handling.

Infiniti's star attraction at the Geneva show was the QX30 concept, an urban off-road version of the Q30 that is also based on the latest Mercedes-Benz A-Class platform.

"We call the QX30 a city explorer," said Q30 model line design chief Kei Kyu. "The solid stance gives it a sense of purpose, strength and distinction."

Just as the Q30 concept was said to be "very close" to the production model, the crossover concept closely previews the real QX30.



QX30 crossover concept took centre stage for Infiniti in Geneva

Details such as the gaping front bumper air vents, the 'airblade' roof bars and 21in wheels will be toned down for production, but the major ingredients of the production car are evident on this concept.

Final shakedown engineering of the Q30 is being carried out in the UK, with production due to start late this year and sales following soon after. The QX30 is scheduled for launch next year.

## MERCEDES-AMG GT3 RACER

The grille of the new Mercedes-AMG GT3 race car previews the one on the upcoming faster GT road car. The 'pan-America' grille is inspired by classic Merc racers and will feature on future race cars as well as high-performance road cars.




## MERCEDES S-CLASS PULLMAN

The Mercedes S-class Pullman is the "most exclusive car you can imagine", according to design chief Gordon Wagener. It has an opulent rear cabin that can be customised in different configurations. It is tipped to cost about £375k.







New Civic Type R will be priced from £29,995

# Hotter Civic Type R 'possible'

Honda's new 306bhp Civic Type R could be joined by a more extreme version if there's a demand

The chief engineer of the new Honda Civic Type R has left the door open for a version with even greater performance, should there be the market demand for it.

Speaking at the Geneva show, Hisayuki Yagi revealed the car "had more room for improvement" if there was "market demand". He said there were no plans to launch such a model, but "we're ready to start development on an even more extreme Type R".

A Nürburgring time of 7min 50sec was set by a prototype version last May, a record for front-wheel-drive hot hatches. That mule was fitted with a roll cage, but Yagi insisted that it added no structural rigidity and the weight of it was offset by removing parts not crucial to performance, so the lap time was representative of a road-going production version.

He said the target for the Civic Type R had been to be "number one" in all objective

measures, such as power, torque, top speed, 0-62mph and Nürburgring lap time. Honda has succeeded, but Yagi said it meant second-guessing what rivals were working on at a time when a host of new hot hatches were being launched.

These objectives meant that fitting a turbo engine was necessary, but he said Civic Type R purists shouldn't worry, because the performance of the new car would "exceed their expectations".

Yagi said a manual gearbox was vital for the car because "it is part of the fun of operation and something we did not want to spoil". He conceded the car would be marginally quicker around the Nürburgring with a dual-clutch automatic gearbox.

Yagi also believes that despite the Civic Type R putting a hefty 306bhp through its front wheels, we are not yet at the limits of how powerful front-wheel-drive hot hatches can be. He pointed out that

200bhp was once considered the limit, but new technology allowed more to be achieved and future advances would push the limits farther still.

Another promise from Yagi was that the new Civic Type R would address the ride quality issues of the previous model, which suffered from a firm and crashy ride on UK roads.

Honda confirmed at the show that the new Civic Type R would cost from £29,995.

**MARK TISSHAW**

## Honda plans budget sports car and drop-top NSX



New NSX will be joined by more sporty models

A NEW BUDGET front/mid-engined, rear-drive Honda sports car is in the works as the firm seeks to capitalise on its return to top-level performance car sales with the launch of the new NSX and Civic Type R, brand officer Tetsuo Iwamura has confirmed to Autocar.

"You will see more sporty models in future," said Iwamura when asked about the possibility of an S2000 successor. "These types of cars are required to reinforce

the values that are at the core of Honda."

Although Iwamura declined to elaborate, the new two-seat coupé would most likely sit between the NSX and Japanese-market S660 in Honda's sports car range. Power could come from the Civic Type R's 306bhp turbocharged 2.0-litre engine, complemented by hybrid technology and a simpler version of the NSX's four-wheel drive system. In the Civic, the engine enables

the car to cover 0-62mph in 5.7sec and hit 167mph.

Iwamura pointed to the S660 concept as an example of Honda's sporting intentions but conceded that the car, designed for Japan's kei car market, would be hard to export because it would need extensive engineering.

Iwamura confirmed that variants of Honda's newly launched sporty models were likely, suggesting an open-top NSX and more extreme NSX Type R are near certainties.

### PORSCHE CAYMAN GT4

A well-placed source has told Autocar that the Porsche Cayman GT4's 2000-unit production run is already "virtually sold out" across the world. Demand has outstripped supply and a further ramp-up of production isn't possible.



### MAZDA CX-3

UK prices for the new Mazda CX-3 start from £17,595, which puts the CX-3 in the middle of the market. UK cars will be powered by 119bhp and 148bhp Skyactiv petrol engines and a 104bhp diesel, with all-wheel drive on top-spec models.





## OUR SHOW STARS



### McLAREN 675LT

As homages go, the 675LT's tribute to the mighty F1 GTR 'Longtail' is pitch perfect. It was a fitting sight to see the two placed close together on the show stand, too. DM



### AUDI PROLOGUE AVANT

It's 21 years since Audi upturned the estate market with the hot RS2 Avant. The Prologue suggests Audi is set to revisit the niche. HH



### PORSCHE 911 GT3 RS

In a list of the best driver's cars ever, plenty will have the suffix 'GT3'. Adding 'RS' usually only makes things better. Hard to imagine that it won't be the case here. MP



### KOENIGSEGG REGERA

It'll sound like the V8 hypercar that it is, yet the plug-in hybrid and 'direct drive' system will give it the continuous power delivery of a pure electric car. VP



### BENTLEY EXP 10 SPEED 6

This concept cleverly retains all the key Bentley hallmarks while adopting modern engineering and production techniques. LK



## Lexus tests out new baby crossover

LEXUS WILL EVALUATE customer reaction to its LF-SA concept at the Geneva show before deciding whether to pursue the idea of a baby model to sit below the CT range in its line-up, senior sources have said.

The LF-SA is, in theory, a potential rival for the Mini and Audi A1, although it is considerably smaller than both. The Lexus is just 3400mm long, 1700mm wide and 1430mm tall, but the Japanese brand claims

it is capable of carrying four people in a 2+2 seating layout.

Lexus's European boss, Alain Uytendoven, warned against assuming that the show car signalled a definite intent to build a B-segment model. But he acknowledged that the firm would be monitoring reaction to the idea of a baby Lexus.

"We show the car here," he said in Geneva, "and we will get reactions. We hope they are positive reactions. And then we will start to

study. We will listen. We know there is a downsizing trend in the market. People are not making an automatic connection any more between big cars and luxury, and big cars and premium. People are ready to accept that small things can be expensive things."

Lexus's European product planning boss, Karl Schlicht, said: "If the reaction is really positive, there's a possibility that we could do it [build a production version]. I'm not

saying it's strong, and there are lots of hurdles that would be in the way. But it's out there and we'll see what the reaction is."

A production Lexus city car – particularly a relatively tall one with SUV influences – could allow the firm to take on existing rivals like the A1 and Mini, and future entries to the market, such as the baby Audi SUV. The firm could base the model on the Toyota Yaris platform.

JOHN McILROY

## Ford GT targets Lamborghini on price

THE FORD GT will be priced to compete with the likes of the Lamborghini Aventador when it goes on sale at the end of 2016. That means it is likely to cost from £240,000.

Meanwhile, it was also revealed that the full performance figures for the Ford Focus RS are unlikely to be made public until at least mid-year, as the car undergoes final homologation ahead of its winter launch.

However, Ford did reveal in Geneva that it will have a button-controlled drift function

that will enhance the RS's capacity to oversteer when the driver chooses to enable it.

Ford executives also played down talk of a long-rumoured Fiesta RS, or even a more potent version of the ST. Dave Pericak, director of Ford Performance, said: "The ST plays a really important role in the portfolio. Could you do something with the Fiesta ST? Of course. Should you do something with it? We're pleased with where the ST is now, so not for the foreseeable future."



Reborn Ford GT is set to go on sale in late 2016, priced at £240k

### TOYOTA AURIS

The Toyota Auris has been given two new engines as part of its facelift: a 1.2-litre turbo petrol and a 1.6-litre diesel. The 114bhp 1.2 is said to offer similar performance to a 1.6. The 110bhp 1.6 diesel is rated at 104g/km and 68.9mpg.



### TOYOTA AVENSIS

Toyota confirmed new engines for the facelifted Avensis at the Geneva show. A new 68.9mpg 1.6 D-4D and a 62.8mpg 2.0 D-4D have been added to the range. CO<sub>2</sub> emissions for the petrol engines are down by as much as 19g/km.







# Suzuki has double vision

Not one but two concepts were shown off on Suzuki's stand, both small cars destined for production

**S**uzuki has revealed more evidence of its determination to have a small car for everyone by unveiling two new concepts: a spacious hatch codenamed iK-2, expected to make production next year, and a baby SUV dubbed iM-4 that is more like two years away.

The iK-2 is a four-metre-long, high-roofed five-door powered by Suzuki's 1.0-litre Boosterjet petrol turbo engine, which has the torque of a normally aspirated 1.7.

The iK-2 is aimed, in essence, at people who won't buy one of its strong-selling Swifts because its sporty lines impede rear leg room or boot space. The iK-2 has both in abundance.

The concept is very close to production spec. Suzuki says first deliveries should be in UK showrooms by summer 2016, priced from less than £9000 for a highly specified model.

The iM-4, a tiny 4x4 whose only current equivalent seems to be Fiat's Panda 4x4, is still

under development but is tipped to join Suzuki's line-up in 2017. It is powered by the Dualjet 1.2-litre engine and has a relatively radical interior design.

At Geneva, Suzuki was at pains to explain that this is more a 'soft-roader' and not the more rugged new Jimny 4x4, also due in the next few years. Suzuki's current pricing structure suggests the iM-4 could undercut the Panda 4x4 without difficulty.

**STEVE CROPLEY**



New iK-2 (top) is a roomy five-door and iM-4 (above) is a tiny 4x4

## New Skoda Superb to get Scout and vRS versions



SKODA PLANS TO launch high-performance and off-road-oriented versions of its new Superb flagship, which made its public debut in Geneva.

The Czech manufacturer believes its new range-topper could prove a landmark car in the line-up, as it aims to achieve new levels of conquest sales from rivals such as the Ford Mondeo, Vauxhall Insignia and Hyundai i40.

As part of a bid to raise its brand profile, Skoda is likely to offer more variations of both

the newly launched hatchback and the upcoming estate versions of the Superb.

"The Octavia is very successful in vRS and Scout editions," said Skoda CEO Winfried Wahland. "To bring the Scout idea to Superb is a good idea, I think. I also think that bringing the sport idea to the Superb will work well."

It's likely that the more ruggedly styled Scout edition will be restricted to the estate variant, as it is with the Octavia. However, a Superb

vRS could be offered in both bodystyles. It will need to trump the latest 227bhp Octavia vRS 230, so it's conceivable that the rapid Superb will use a version of the 276bhp petrol motor that features in the Leon Cupra 280 of fellow Volkswagen Group brand Seat.

Skoda has confirmed that the Superb will cost from £18,640 – undercutting the cheapest Mondeo by more than £2000 – when it goes on sale in the summer.

### RENAULT KADJAR

Renault is open to the idea of a hot version of its new Kadjar SUV – even if a full-blown Renaultsport edition is not on the cards just yet. "I believe that there is room for a sporty edition," said project director André Abboud.



### ROLLS-ROYCE SERENITY

The one-off Rolls-Royce Serenity, which features an oriental-inspired interior made largely from silk, is understood to have been sold for £1 million. The car was conceived to showcase the work of Rolls' bespoke design department.







## Next Micra in line for big changes

THE NISSAN SWAY concept is a close preview of the next-generation Micra, company boss Carlos Ghosn revealed at the Geneva motor show.

"We do not have a history of doing 'concept' concepts, and this is a concept for production," he said.

Insiders also revealed that the Micra name would stay for the new car, due in about 18 months' time, because Nissan believes there is still plenty of equity in it. Production will switch back to Europe, though – probably to Spain but possibly to a Renault site.

The new Micra will be based on a platform called CMF B, a version of the larger CMF CD used on the Qashqai. It will be the first car to be based on this version of the platform. Its relation to the larger models

will allow greater economies of scale, which will be invested back into offering plenty of tech and safety equipment on the Micra. Perceived quality of the cabin will also be improved.

Design chief Shiro Nakamura described the Sway as "not a pure design study; it gives a hint of a next-generation hatchback". He said it was "like a smaller Murano. The V-Motion grille, strong character lines and the floating roof... every element we used in the Murano is there".

Its 4010mm length makes it closer to the 4100mm-long Nissan Note mini-MPV than the current Micra (3825mm long), signifying the expected growth of both models. A wheelbase 100mm longer than a Volkswagen Polo's should also improve cabin space.



## 'Fiat 124' name for new MX-5's twin

THE LONG-ANTICIPATED Fiat Chrysler Automobiles roadster based on the Mazda MX-5 will be badged as the Fiat 124, it has been confirmed.

Fiat boss Sergio Marchionne confirmed the name at the Geneva show.

News of a roadster co-developed by Mazda and FCA has long been known, but there had been speculation that the model would be badged as an Alfa Romeo Spider, or even as a stand-alone model in the Abarth range.

Tester's Notes

# Matt Prior



Prior had safety concerns when he drove a Defender on the Cambrian Rally

I almost wrote this column last October. I'd just finished the Cambrian Rally in a Land Rover Defender and had come away worried about how close to the stage some spectators had been standing.

But the Defender is quiet, at least by rally car standards, and I was the last car running on every stage. My co-driver reckoned that spectators thought the stage had finished, hadn't heard us coming and were already making their way off-stage.

So I put it down to an anomaly; certainly, leaning on the horn as I approached made most of them stand away. Most, but certainly not all. It turns out I was right to have worried, too.

Last month the chief executive of the Motor Sports Association (MSA), Rob Jones, published an open letter to spectators, expressing how, after he'd looked at video footage and photos from recent rallies, he was "astonished and dismayed" that a minority of spectators

### People need to stop standing in stupid places. More accidents will simply shut rallying down

"continue to display a wanton disregard for their own personal well-being" on rally stages.

His letter follows four spectator deaths on two Scottish rallies in the past two years and a review of safety by the Scottish government, whose recommendations the MSA has accepted and is now implementing.

It'll implement them quickly, but Jones says he needs "to remind all spectators of the fact that they are ultimately responsible for their own

personal safety". There's only so much the MSA can do, in other words. Rally stages are long, it's hard to monitor every yard, and people need to stop standing in stupid places, because more accidents will simply shut rallying down.

"Unless these few idiotic spectators concerned change their attitude immediately and behave responsibly," Jones wrote, "there will be no future for stage rallying in the UK. I am not talking about next year, or the year after; I am talking about right now."

Trouble is, the simple fact that you're reading this means you don't need to be told, but evidently some people still don't listen. Perhaps they just don't quite understand. I want to tell them something: that some people aren't very good at driving rally cars. I know because I'm one of them. If I were watching me rally in Wales, I'd want to stand in Swindon.

A Defender is about two metres tall, it weighs the best part of two tonnes, there's no ABS and no stability control, it's very short and pretty unstable and I was driving one at up to 80mph on a surface that had little grip one moment and precisely none the next. From inside the car, then, some spectators look terrifyingly close and the prospect of hitting them seems perilously real. Please stand back.



Most rally spectators are sensible, but a minority need to wise up

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# PARK WHERE MY FRIENDS CAN SEE IT, DADDY



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**PureTech**

PEUGEOT RECOMMENDS **TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the 2008 Range are: Urban 32.1–68.9 (8.8–4.1), Extra Urban 54.3–85.6 (5.2–3.3), Combined 43.5–76.3 (6.5–3.7) and CO<sub>2</sub> 150–96 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on-the-road driving conditions. Terms and conditions apply, participating dealers only or visit peugeot.co.uk. To finance your lease/purchase we may introduce you to a limited number of lenders. \*Passport Personal Lease: A guarantee may be required. Over 18s only. Written quotations available on request from Peugeot Financial Services, Quadrant House, Princess Way, Redhill, RH1 1QA. Example based on the 2008 Active PureTech 1.2 VTi including pearlescent paint, customer initial payment £3,363, £500 Peugeot initial payment contribution and optional final payment £6,715. 37 monthly payments payable. Annual mileage 6,000 miles. Excess mileage charges may apply. If you choose to pay the optional final payment, you can pay an annual payment equivalent to one of your monthly payments but will not own the car. Ownership is possible with Passport, ask your Dealer for details. Peugeot Motor Company Plc is acting as a credit broker and is not a lender. Offers apply to vehicles ordered by 31st March 2015. Visit peugeot.co.uk for full terms and conditions. Information correct at time of going to press.

## PEUGEOT 2008

MOTION & EMOTION



PEUGEOT





A Week In Cars

# Steve Cropley



From Monte Carlo to Geneva by old and new Vauxhalls

## SATURDAY/SUNDAY

Not every Saturday starts with a flight across Europe to Monaco, to pick up a bunch of interesting cars and help drive them over the Alps in time for the opening of the Geneva show, but this one did. This was Vauxhall's 'Griffin Greats' tour, run for the past few years and designed to alert hacks to the excellence of current Vauxhalls (notably the Adam Grand Slam and the Mokka with its new 1.6-litre Whisper diesel) and also to their ancestors (three Cavaliers, a Chevette HS and a Viva GT).

I've rarely learned so much on so many fronts in a couple of days' driving. The Adam turned out to be one of those nippy, firm-suspended little cars that's comfortable for hours. The Mokka diesel is refined, as much so as the 2.0-litre Insignia diesel in which photographer Stan Papior and I circled Europe a fortnight ago. But the big surprises were the old cars. The Chevette's handling was, even in modern terms, superb. The Cavaliers were much more modern and easy to drive than I expected. The Viva GT's ride was so supple that I'm seriously considering launching a 'Bring Back the 13in Wheel' campaign. It all served to make the point –

## The big surprises were the old cars. The Chevette's handling was, even in modern terms, superb

without a syllable of blarney – that Vauxhall needs us to understand: these are good cars and have been for many years.

## MONDAY

Into Geneva just in time to see Volkswagen's Passat be voted 2015 Car of the Year. This is the third year the decision has

been announced in Geneva, and the wisdom of the move was obvious: you can tell an event's going well when the TV cameramen start fighting one another for good locations.

Some were disappointed about the Passat's win, but it's an excellent car, and the man from VW made a heart-warming speech. It was obvious he and his colleagues knew this was the award that counted, out of the ever-expanding clutter of car-gongery, and it is.

## TUESDAY

Snatched 15 minutes at the show with Renault design chief Laurens van den Acker, who has masterminded such a huge change in Renault's designs across the board, concentrating on human forms, that they now

Light-catching shape and colour make Captur stand out



eclipse everyone in Europe (my opinion). I've often wondered what Mercedes-Benz's cars would look like by now had Daimler hired this inspired Dutchman half a dozen years ago. LvdA gave me a phone pic he'd grabbed of a Captur parked in a Paris street (reproduced above) to show the enormous influence of correct colours and light-grabbing forms on modern cars.

## WEDNESDAY

The wisdom of editor Jim Holder's decision to anchor our F1 season preview to an interview with Sky's expert summariser, Martin Brundle, was proved when I met the man in London for the story on p46 of this issue. I've interviewed him a few times before, over the years, and the delight of it is always that when you pose a question, Brundle treats it with a seriousness that persuades

you it's something he's never been asked to answer before. It was such a pleasure to talk for 87 minutes (on my watch) that Stan Papior stayed to the end after his shutter-pushing was complete after 20 minutes or so.

## FRIDAY

My latest cock-eyed idea to find a cheap car to attack sprints and hillclimbs involves buying and improving a Mazda RX-8, the ingeniously packaged four-door coupé, powered by a 231bhp rotary engine, that you see in places like eBay at prices below £1000. I've consulted Wankel engine experts and found that – as with all Mazdas – the cars themselves are bulletproof, but the low prices result from the engine's propensity to break down. This does not have to be, say my advisors, if you treat them right. Much more on this (including their identities) when I've gathered the required info.

## And another thing...

Diary ready? Don't miss this year's Brooklands Double Twelve, a hotbed of old car action, to be held on the UK's first-ever purpose-built racetrack, just inside the M25, on 13-14 June.



steve.cropley@autocar.co.uk

@StvCr



# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £45,000 (EST)  
ON SALE JUNE 2016



# Mercedes C450 AMG Estate

**4.3.15, Faro, Portugal** Can Mercedes' lower-order go-faster C-Class step out of the C63's shadow?

**Y**ou could almost feel sorry for the Mercedes-Benz C450 AMG. It was launched at precisely the same venue and at precisely the same time as the Mercedes-AMG C63 saloon, driven in last week's issue. The two even shared the very same pages of Mercedes' technical presentation. It would be easy for the C450 to be completely overlooked in an orgy of oversteer while in the car and marketing-bumfscrolling while out of it. But that would be a shame.

Firstly, it would be a shame because the C450 AMG represents something more significant than just the arrival of another surprisingly fast C-Class. What it represents is one of a new breed of cars that will sit between the mainstream Mercedes-Benz range and the flat-out Mercedes-AMG derivatives. The new C450 AMG is, if you like, the equivalent of an Audi S4, sitting between the conventional A4 range and the über-hot RS4. Duplicate that across the Mercedes line-up and you

have an awful lot of new fast cars.

Secondly, it would be a shame because the C450 AMG happens to be a rather splendid car. No, it is not as outrageous as the C63, but it's not supposed to be. And don't think that it's only a trim level as a result of that, even though it's based on the AMG Line styling and equipment package. There are good, bespoke

AMG touches here. And for every downgrade from the C63 there's an alluring 'but' that comes with it.

Example: in place of the C63's 503bhp 4.0-litre V8, it's true that there's only a 3.0-litre twin-turbocharged V6. But we're still talking about a car with two turbos, with the same injectors, that makes 362bhp and a plump 384lb ft, the

The C450 Estate makes a good case for itself. It gives off an 'only car you'll ever need' vibe

## Bringing up the rear

4MATIC IS, LIKE Audi's quattro, a generic term for any four-wheel drive systems used by Mercedes, but not all are the same. Transverse front-engined cars such as the A45 AMG are generally front-biased, with power shifting to the rear only when the fronts lose traction. On the C450, however, there's a permanent split.

On some Mercedes, the proportion is 45/55 per cent front to rear, but that wouldn't do for a car as sporting as the C450, so it's permanently split 33/67 front to rear. Individual braking on each wheel via the ESP system is also used to reduce the torque at any wheel that starts slipping.







Cabin's styling and equipment befit the C450's AMG designation, as does its less visible but still potent 362bhp twin-turbo 3.0-litre V6 engine



Seats are comfortable, while the stereo speakers pipe engine noise into the cabin; the C450's 4Matic system sends 67% of drive to the rear

latter produced from only 2000rpm.

The gearbox is a seven-speed torque converter automatic rather than the C63's sharper wet-clutch 'box, but it has AMG-like shift patterns. The suspension isn't the C63's, but there are carryover components and adaptive dampers with the same kind of variables as you'll find on the full C63, with dynamic settings that range from Comfort to Sport+. And the steering gets the same, more natural-feeling linear-speed rack as the C63, rather than the inferior variable-ratio set-up of the standard car.

And there's no rear-wheel-drive option. But? But the standard 4Matic four-wheel drive system sends 67% of power to the rear wheels, all of the time, so it has terrific traction yet a rear-biased handling balance.

All of which ought to make the C450 AMG a unique proposition. On paper, it appears to be sufficiently advanced from the rest of the C-Class range without making it a car that

treads on the C63's toes. Right?

So it proves. The interior is plush, the seats are comfortable. The engine is muted but purposeful at idle and low to middling speeds, where there's a small amount of turbo lag, but the C450 makes a good case for itself here. It's quiet, refined, swift and secure. It gives off an 'only car you'll ever need' vibe, particularly if it's the estate like our test car.

The ride, on the softer damper settings, is good, and even on the firmer ones it's acceptable. Tyres are 225/45 R18s at the front, with marginally wider 245/40 R18s at the rear. The composed ride, coupled with fine body control, makes the C450 a pleasing steer. It's a quick one, too. Mercedes claims 0-62mph in 5.0sec for the estate, which has an electronically limited top speed of 155mph. And that strikes me as plenty fast enough.

It's good fun using some of that potential, too. Work the engine and, AMG's engineers admit, the

stereo's loudspeakers augment some noise, in order to make the C450 do a better impression of a sports car. Despite a 1735kg kerb weight for the estate, the C450 does a fair job of pretending it's agile, too, turning crisply, gripping strongly and exiting corners with the kind of security that a good AWD system offers.

The gearshift is good. It's smoother in operation than the C63's much of the time, especially when manoeuvring, while the brakes are strong, on the road, at least.

We didn't try the C450 on a circuit, but I can't imagine that a single owner will, either; the C450's domain is any kind of road you want to throw at it, where you'll find that it's a composed, capable machine. It won't make it to the UK until mid-2016, because the 4Matic system needs to be modified for right-hand drive, but it'll be worth the wait. The C450 doesn't deserve to be overshadowed in any company.

**MATT PRIOR**



#### MERCEDES-BENZ C450 AMG ESTATE

Composed, capable and quick, and with just enough AMG input to make it feel special



Price	£45,000 (est)
Engine type	V6, 2996cc, twin-turbocharged, petrol
Power	362bhp at 5500-6000rpm
Torque	384lb ft at 2000-4200rpm
Gearbox	7-spd automatic
Kerb weight	1735kg
0-62mph	5.0sec
Top speed	155mph (limited)
Economy	36.7mpg (combined)
CO <sub>2</sub> /tax band	180g/km, 31%

MANUFACTURER'S CLAIMED FIGURES



# IMPROVE YOUR ST CRED.



**Fiesta** *ST*

Official fuel consumption figures in mpg (l/100km) for the Ford Fiesta ST 1.6 EcoBoost (182PS): urban 35.8 (7.9), extra urban 58.9 (4.8), combined 47.9 (5.9). Official CO<sub>2</sub> emission 138g/km.

The mpg figures quoted are sourced from official EU-regulated test results are provided for comparability purposes and may not reflect your actual driving experience.

Vehicle shown is the Ford Fiesta ST2 in Molten Orange with ST Style Pack (colour and Pack available at additional cost).



**Go Further**



**QUICK FACTS**  
PRICE £24,230  
ON SALE NOW



# Renault Mégane GT 220 Coupé

**2.3.15, Surrey** Warm three-door has Renaultsport's prints all over its engine, chassis and brakes

**T**he Renault Mégane GT 220 is based on the existing GT Line TomTom but has more power and firmer suspension. The aim was to create something quicker and sharper to drive than the GT Line but easier to live with than the full-fat Mégane RS 275.

The GT 220 uses the same Renaultsport turbocharged 2.0-litre petrol engine as the 275, but it's detuned for 217bhp and 251lb ft of torque. In the process, it has become slightly more efficient. Combined fuel economy is now 38.7mpg and its CO<sub>2</sub> emissions are 169g/km.

Renault offers the GT 220 as a five-door hatchback, estate and, in this case, a three-door. They all have a more aggressive look, with deeper bumpers that incorporate a bigger air intake at the front and an aerodynamic diffuser at the rear. They also have dark grey door mirrors and 18in alloy wheels.

Even though this is a detuned engine, it's still a joyful thing. It

pulls well, sounds great and loves to rev, becoming particularly eager above 4000rpm. Indeed, the whole powertrain feels very well engineered. The gearbox's six ratios are spaced perfectly to keep the engine in its powerband, although the long throw of the gearlever takes the edge off the experience.

Renaultsport has improved the chassis and brakes. The steering has been recalibrated to work better with the new dampers and tyres that are specific to the GT 220. The brakes use bigger discs than the GT Line's and the same master cylinder as the 275 to give a more progressive feel.

It all adds up to a car that is a real delight on winding country lanes. The steering may not give much feedback, but it's accurate and well weighted. This gives you the confidence to push the chassis, and it rewards you by cornering with little body roll and offering lots of grip. There's no limited-slip differential, so you have to deploy the power

gently on damp roads to limit torque steer, but traction generally is good.

The front will wash wide if you push too hard, but a gentle lift of the throttle trims it back to your chosen line. Give it a real lift mid-corner and it will oversteer, although the ESP can't be fully disabled to exploit this.

The suspension isn't as harsh as the 275's, but there's no escaping that this car is set up for speed rather than comfort. Mostly, the ride is firm yet tolerable for a sporty offering, but the car gets bouncy over ridges and expansion joints, particularly at speed. There is also a fair amount of wind and road noise on the motorway, plus the engine spins at close to 3000rpm in top at 70mph.

The Mégane's cabin is acceptable rather than great. There are some nice touches, such as the aluminium pedals and polished carbonfibre finishes, but other than the soft-feel dashboard, there are lots of lower-grade materials.

There is plenty of space up front.

However, the reach-adjustable steering wheel doesn't extend far enough. The seating position is also relatively high, and the sports seats are quite narrow.

To drive, this car is as good as any warm offering out there. The problem is that its driving position and high-speed ride detract from what it was designed to be, which is a more usable version of the RS 275. Most pertinently, it's expensive, at £24,230, whereas the Ford Focus ST starts at £22,195 and the Seat Leon 180 FR can be had for £20,740.

That said, the Mégane GT 220 Coupé is available via online brokers from as little as £15,570. At that price, it's a steal and worth every penny.

**JOHN HOWELL**

## RENAULT MEGANE GT 220 COUPE

Brilliant fun to drive, but flawed and difficult to justify if you're paying full price



Price	£24,230
Engine	4 cys, 1998cc, turbo, petrol
Power	217bhp at 4750rpm
Torque	251lb ft at 2400rpm
Gearbox	6-spd manual
Kerb weight	1320kg
Top speed	149mph
0-60mph	7.9sec
Economy	38.7mpg (combined)
CO <sub>2</sub> /tax band	169g/km, 28%

MANUFACTURER'S CLAIMED FIGURES



It entertains on a twisty road, with an engaging chassis and good grip; driving position is flawed, though, and trim feels ordinary





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**MG3 Fuel consumption mpg (l/100km) for MG3 Range:** Urban: 37.7 (7.5), Extra Urban 57.6 (4.9), Combined 48.7 (5.8), CO2 Emissions 136 g/km.

**MG6 Fuel Consumption mpg (l/100km):** DTi-TECH Urban: 48.7 (5.8), Extra Urban: 64.2 (4.4), Magnette: 59.0 (4.4), Combined: 57.6 (4.9). CO2 Mass Emission (Combined) 129 g/km.

Models shown – MG3 3FORM SPORT in Stuck on Blue with White Trophy Stripe at £10,203. MG6 DTi-TECH TSE in Regal Red at £19,995. Metallic paint an optional extra at £395. On the road price of £8,399 applies to the MG3 3TIME with no optional extras. On the road price of £16,995 applies to the MG6 DTi-TECH S with no optional extras. On the road (OTR) prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption: figures shown are based on official EU test results and are to be used as a guide for comparative purposes and may not reflect actual driving results. For more information on MG3 and MG6 please visit [mg.co.uk](http://mg.co.uk)



## QUICK FACTS

PRICE £26,095  
ON SALE APRIL

# Mazda CX-5 2.2 Skyactiv-D 150

**26.2.15, Barcelona** Likeable SUV receives carefully targeted improvements as part of a facelift

**M**azda has chosen to improve its already adept CX-5 SUV – its best-selling model in Europe – with a mid-life facelift. The aim is to keep it competitive in the hotly contested SUV market.

Externally, the updates include a new grille and LED foglights. The cabin gets higher-grade materials, plus extra sound deadening to improve refinement – until now, one of the CX-5's weaker points. There are also new features, such as an electronic parking brake and a new infotainment system, plus safety improvements in the form of a driver fatigue monitor, lane assist and front and rear collision prevention.

In best-selling front-wheel-drive, 148bhp 2.2-litre diesel form and with the optional six-speed automatic gearbox fitted, the CX-5 isn't particularly fast but offers adequate acceleration off the line and revs smoothly and freely all the way to the limiter. However, with plenty of low-down torque, it has all the

driveability required for everyday use without the need to stretch it.

Mazda is at pains to emphasise the additional soundproofing, which, it claims, reduces cabin noise by 13%. Road noise, albeit on well-surfaced Spanish asphalt, is noticeable but never overbearing. However, despite more aerodynamic door mirrors, there is still quite a lot of wind noise on the motorway.

Mazda has also tweaked the damping to improve the way the car rides. With 17in wheels fitted, the ride quality feels better than the old model's, whether you're driving in town or on the motorway.

For a tall SUV, the CX-5 still handles well, offering plenty of grip and relatively little body roll. The steering is well weighted and accurate, allowing you to place the car exactly where you want on the road, and the brakes remain strong even after repeated stops.

The CX-5 has a great driving position and all drivers should

be able to get comfortable. The seats are supportive, although the curved backrests tend to pinch your shoulders if you're of a broad build.

The dashboard retains the previous model's neat ergonomics. The centre console looks less congested with the new electronic parking brake instead of a traditional lever, and the move frees up space for the new multimedia system's rotary controller. The MMS can also be navigated via a bigger, 7.0in touchscreen, but it's easier to use the rotary controller while on the move.

Along with the rest of the interior upgrades, which include a proliferation of soft-touch materials and well-damped switches, the cabin now has a more high-end feel.

A key feature of the CX-5 has always been space. It still offers plenty and there is easily enough room to house four adults in comfort. A fifth adult will fit in the middle of the rear bench, but shoulder space will be tight.

The boot is also impressive, both for size and practicality. There's no loading lip and it'll take 503 litres with the rear seats in place, extending to 1620 litres with the seats folded to leave a flat floor.

This facelift keeps the CX-5 bang on terms with the class best, because it does so much so well. The subtle design changes give it a more elegant exterior plus a classier cabin, and the new technology makes it safer and easier to use.

On the road, it remains good to drive yet with a noticeable improvement in refinement, particularly when fitted with the excellent 148bhp diesel engine and slick automatic gearbox.

**JOHN HOWELL**

## MAZDA CX-5 2.2 SKYACTIV-D 150 SE-L NAV AUTO

**Builds on previous car's qualities with improved refinement and a better cabin. A real contender**



Price	£26,095
Engine	4 cyls, 2191cc, turbodiesel
Power	148bhp at 4500rpm
Torque	280lb ft at 1800-2600rpm
Gearbox	6-spd automatic
Kerb weight	1410kg
Top speed	123mph
0-62mph	10.0sec
Economy	53.3mpg (combined)
CO <sub>2</sub> /tax band	139g/km, 23%

MANUFACTURER'S CLAIMED FIGURES



Roomy cabin has a more upmarket feel and new multimedia set-up; the ride quality has improved but without harming its handling



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REPRESENTATIVE



MAZDA3



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Offer now includes £500 Mazda Deposit Contribution and is available on Mazda Personal Contract Purchase. For more information or to book a test drive, search Mazda3. DEFY CONVENTION.

The official fuel consumption figures in mpg (l/100km) for the Mazda3 range: Urban 37.7 (7.5) - 60.1 (4.7), Extra Urban 58.9 (4.8) - 80.7 (3.5), Combined 48.7 (5.8) - 72.4 (3.9). CO<sub>2</sub> emissions (g/km) 135 - 104.

The mpg figures quoted are sourced from official EU-regulated test results obtained through laboratory testing, are provided for comparability purposes and may not reflect your actual driving experience. Retail sales only, subject to vehicle availability for vehicles registered between 01.01.15 and 31.03.15 at participating dealers. T&C apply. \*0% APR finance available on all Mazda3 models over 24, 30, 36 or 42 months. You will not own the vehicle until all payments are made. Finance subject to status, 18s or over. Guarantee/Indemnity may be required. Mazda Financial Services RH1 1SR. Model shown: Mazda3 120ps Sport Nav, OTR from £20,195. Model shown features optional Soul Red Metallic paint (£660). OTR price includes VAT, number plates, delivery, 12 months' road fund licence, first registration fee, 3 year or 60,000 mile warranty and 3 years' European roadside assistance. Test drives subject to applicant status and availability. Details correct at time of going to print. Not available in conjunction with any other offer unless specified.



**QUICK FACTS**  
PRICE £45,745  
ON SALE NOW



# BMW 435d xDrive Gran Coupé

**4.3.15, Surrey** Brawny diesel shove meets all-wheel drive traction in BMW's sleek four-door

**W**e should start with some perspective. This BMW 435d xDrive Gran Coupé will hit 62mph in 4.8sec. You thought a 435i was quick? This is 0.5sec quicker. In fact, the old E90 M3 only managed 4.7sec over the same measure.

Okay, the ripper sprint time is partly down to impressive traction from the on-demand xDrive four-wheel drive system of our diesel-engined, four-door compact executive coupé-cum-saloon. But whatever you like to call this particular niche, this top-end 4 Series Gran Coupé means to offer proper shock-and-awe performance, so consider the decent claimed average fuel economy of 50.4mpg on offer from the 3.0-litre straight six turbodiesel a mere bonus.

The four-wheel drive set-up does take the edge off the handling a touch compared with rear-wheel-drive 4 or 3 Series models. That's not to say that the front end doesn't feel

satisfyingly pointy, but the xDrive 4 Series does feel heavier in general and more inclined to understeer than the rear-drive equivalent.

The steering responses feel a bit inconsistent, and some might wish it had more bite around the straight-ahead even in the heavier Sport mode. You also get a fair amount of kickback, but those are the worst of this car's sins. By any standard, it makes for a really quite epic combination of leggy, relaxing cruiser and monstrously rapid and precise B-road weapon.

First, that powertrain. Blimey. We know from its use in other BMW models that it's got an embarrassment of torque in which you can wallow happily whether you're rolling about town or going for a seven-tenths strop, and it's all aided by a smooth-shifting eight-speed automatic gearbox.

It even steps up to the mark if you want to really stretch it out, with sharp gearshifts (although the

steering wheel paddles are slightly too small) and an engine that's happier to be revved out than most oil-burners.

The rear-biased active four-wheel drive system has its advantages, too. Sure, it dulls turn-in slightly, but it also delivers great traction off the line and stoic consistency to its responses even in poor conditions.

Ride comfort is generally good. Bigger potholes can be quite jarring, but most of the time the ride is settled and directional stability is outstanding, making this a relaxing long-distance cruiser. Our test car's winter tyres didn't do much for refinement, though, with a fair bit of road roar creeping into the cabin.

We're familiar with the 4 Series interior and all its pros and cons. The hatchback boot is much more useful than that of a 3 Series saloon, if less practical than a Touring's, and most adults will be fine in the back seats, although head room is tight due to the swooping roofline.

All objective measures say that a 335d xDrive Touring, which is almost £3000 cheaper than this 4 Series and yet more practical, makes more sense. Having said that, there is definitely something more desirable about the Gran Coupé, and there's no doubting that this rabid diesel is a mighty powertrain that, in its own way, is just as much fun to use as a really good petrol one.

If you want a diesel sports model and have got issues with the 3 Series' looks or image, or if you just fancy the swoopy-looking exclusivity of the 4 Series Gran Coupé, then this is a deeply impressive car that's about as good as fast, four-wheel-drive, four-door diesel executives get.

**VICKY PARROTT**

## BMW 435D XDRIVE M SPORT GRAN COUPÉ

Handling a touch numbed by the four-wheel drive, otherwise about as good as hot diesel execs get



Price	£45,745
Engine	6 cyls, 2993cc, turbodiesel
Power	308bhp at 4400rpm
Torque	465lb ft at 1500-2500rpm
Gearbox	8-spd automatic
Kerb weight	1760kg
Top speed	155mph
0-62mph	4.8sec
Economy	50.4mpg (combined)
CO <sub>2</sub> /tax band	49g/km, 22%

MANUFACTURER'S CLAIMED FIGURES



Diesel engine produces 308bhp and 465lb ft from its 3.0 litres; xDrive swaps some handling sharpness for surefooted traction









# UPWARDLY MOBILE

Land Rover's new Discovery Sport is going to have to be very good to live with this company. So is it? **Lewis Kingston** reveals all

PHOTOGRAPHY STAN PAPIOR



**H**mmm, I don't like the Land Rover Discovery Sport. That, at least, is all that occupies my mind for the first 30 minutes behind the wheel. This is supposed to be a new take on the Freelander, yet I'm confronted with an interior that looks and feels five years old. This pre-dated feel is reinforced with every turn of the four-cylinder diesel engine's crankshaft, too, its coarse nature betraying the fact that it is actually five years old. And all of this,

I idly muse, even though this is the newest and one of the more expensive options in its class.

After all, when you're attempting to muscle in on a market occupied by the likes of the BMW X3 – frequently regarded as one of the best mid-sized SUVs on sale – then you really need to push the boat out. Your car needs to be competitive in every aspect, if not exceptionally so, and offer several additional facets of reward in order to topple such heady competition.

The Discovery Sport doesn't →





← face competition just from Germany, however. These days, every manufacturer is in on the SUV game, exploiting what has rapidly developed into an incredibly lucrative sector. So, in order to find out whether the Land Rover really has what it takes to justify a place on your drive, we're pitching it at a broad spectrum of alternatives.

First to join the Discovery Sport just outside Swindon, prior to a cross-country trek that will put several hundred miles on the odometers of all here, is the Volvo XC60. It packs Volvo's frugal new D4 engine, which isn't offered with four-wheel drive yet, and is a quietly appealing car. It's also one that, in

most cases, wouldn't appear out of place parked nose to nose with the new Land Rover in the high-end residential areas frequently occupied by these cars.

Next into the starting blocks is the Hyundai Santa Fe. Like the Land Rover, it sports a diesel engine, four-wheel drive and seven seats. It may not have the badge or the off-road credentials, but what it majors on is value for money and ease of use.

Lastly, the main threat – the five-seat, four-wheel-drive X3 – rolls in. It's this that the Land Rover will have to work hardest to overcome, but that's not to say the other cars here are completely outgunned.

However, it's immediately

apparent that the Land Rover is the one getting the most attention. Although I'm not personally sold on the 'inflated Evoque' looks and the somewhat brash 'Discovery' badge on the nose, the Land Rover is unquestionably the most interesting to look at. Some of that interest from passers-by might be lost when you tell them how much it costs, though. This flagship HSE version, in Luxury specification, racks up the register at a wince-inducing £42,995. Compensation comes in the form of an equipment list that's as long as your arm, including pleasures such as a stout 11-speaker stereo and heated and cooled front seats, but it still

feels a hefty price for a four-cylinder diesel SUV.

That said, the others may be cheaper at face value – the Volvo starts at £34,010 in automatic form, the Hyundai £35,430 and the BMW £35,370 – but rampage through the options list and it's not difficult to come within spitting distance of the Land Rover's price. The BMW and Volvo, as tested here, knock on the door of £40k and £44k respectively, leaving the £36k Santa Fe as the best value option in terms of toys per pound. Even if you do go box-ticking bonkers, though, you'll still struggle to match the Discovery Sport's vast battery of equipment and features.

Perhaps it's not entirely without

THE DISCOVERY QUICKLY TRANSPIRES TO LIVE UP TO





Practicality rather than class is the Land Rover's game



Perceived quality is high in the BMW, but its design is so-so



Volvo's XC60 has the most appealing-looking cabin here



merit, then. There's still much that the Land Rover needs to do, though, in order to overcome its obvious foibles. So to fully establish what it's really like, we set out from Membury services and dive off into the countryside south of Swindon.

Here, the Discovery quickly transpires to live up to its 'Sport' moniker. The suspension is fairly stiff, the steering hefty and the intent clear. It's by no means a Porsche Macan, but this is an SUV – despite its size and apparent nature – that rewards the keen driver. Even though the roads are slick with a mixture of sleet, rain and mud, it retains an impressive amount of grip and turns in to corners in a precise, poised →



Santa Fe offers easy everyday usability and is comfortable

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X3 is comfortable and more enjoyable to drive than the XC60



← fashion. It'll understeer predictably when pushed but, other than an initial light tip onto its outside wheel, it corners in a flat fashion. Wind it out across some sweeping country roads and it tackles everything you throw at it with aplomb, feeling eager and enjoyable rather than unsettled.

It's only the powertrain that takes the edge off the experience. The 2.2-litre diesel puts out 188bhp and 310lb ft, enabling 0-62mph in 8.9sec – not earth-shattering but more than enough for its class. Peak torque is generated from a low 1750rpm, so once the Discovery Sport is rolling, it surges along with aplomb. The engine isn't particularly quiet, though, and its vibrations occasionally intrude into the cabin.

The nine-speed automatic gearbox could be better as well. From a standing start, it'll hesitate to transmit drive, making it difficult to execute a prompt getaway. Additional throttle application results in nothing more than an even more vigorous take-off when it actually responds. You soon learn to drive around it, but it's still a disappointment. The consolation is that gearshifts are otherwise prompt and quick, even when commanded

manually via the paddles, and the engine pulls heartily enough through its rev range. Braking power is excellent, too, and easily judged.

Once up to cruising speed, the Discovery Sport's firm ride doesn't translate into discomfort. It lopes along with ease, in a settled fashion, and the quiet cabin makes longer trips easy to endure. There's a vast amount of space, too. The quality of the cabin is acceptable, but there are some easily marked plastics in places. It's functional and logical, rather than elegant and inspirational. There are foibles, though, such as a panoramic roof that doesn't extend

forward far enough to make much difference to front-seat occupants.

Unlike the terrain-following Land Rover, the BMW has much more compliant suspension that allows for a moderate amount of body movement. It feels softer, which, in conjunction with lighter steering, delivers a more cossetting feel. Our car was fitted with £650 worth of variable damper control, which allows for stiffer suspension when desired but still not to the extent of that found in the Discovery Sport. Regardless, many may find the X3 easier to get along with because of its less sharp nature. This is evident

in some of the specifications alone; the BMW's steering is 3.0 turns from lock to lock, whereas the Land Rover's is a more hyperactive 2.4. In Sport mode, the X3 will tighten up and corner faster than the Discovery Sport, but not in quite such a rewarding fashion.

The BMW may not be as exciting to drive as the Land Rover, but it does feature a much more competent powertrain. Its 2.0-litre diesel puts out 188bhp and 295lb ft, and although on paper that doesn't match the Land Rover on torque, it feels more eager at lower revs. This snappy response is bolstered further by the eight-speed automatic 'box, which rifles through its ratios in a suitably prompt fashion. It doesn't downshift as unnecessarily often as the Land Rover, but it does intermittently hang on to the gears for a little too long and labour the engine. The BMW's diesel isn't a particularly refined one, either, but it is a little less boomy than the Discovery Sport's powerplant.





Inside the BMW, there's masses of space, too, although it's purely a five-seater. The interior isn't as cohesive as the Land Rover's – it looks like a scaled-up 3 Series and doesn't quite fit the car correctly →

**MANY MAY FIND THE X3 EASIER TO GET ALONG WITH BECAUSE OF ITS LESS SHARP NATURE**



Discovery Sport is the first choice here for enthusiastic drivers, followed by the BMW; the Volvo is tidy enough but unremarkable; the Santa Fe is competent and well sorted



			
<b>1</b> <b>Land Rover Discovery Sport HSE Luxury</b>	<b>2</b> <b>BMW X3 xDrive20d M Sport</b>	<b>3</b> <b>Volvo XC60 D4 Geartronic SE Nav</b>	<b>4</b> <b>Hyundai Santa Fe 2.2 CRDI Premium SE 4WD 7-seat auto</b>
<b>RATING</b>	★★★★☆	★★★★☆	★★★★☆
<b>Price</b>	£42,995	£35,370	£34,010
<b>0-62mph</b>	8.9sec	8.1sec	8.5sec
<b>Top speed</b>	117mph	131mph	130mph
<b>Economy</b>	44.8mpg (combined)	54.3mpg (combined)	60.1mpg (combined)
<b>CO<sub>2</sub> emissions</b>	166g/km	138g/km	124g/km
<b>Kerb weight</b>	1863kg	1820kg	1935kg
<b>Engine layout</b>	4 cyls in line, 2179cc, turbodiesel	4 cyls in line, 1995cc, turbodiesel	4 cyls in line, 1969cc, turbodiesel
<b>Installation</b>	Front, transverse, 4WD	Front, longitudinal, 4WD	Front, transverse, FWD
<b>Power</b>	188bhp at 3500rpm	188bhp at 4000rpm	178bhp at 4250rpm
<b>Torque</b>	310lb ft at 1750rpm	295lb ft at 1750-2500rpm	295lb ft at 1750-2500rpm
<b>Power to weight</b>	101bhp per tonne	103bhp per tonne	92bhp per tonne
<b>Specific output</b>	86bhp per litre	94bhp per litre	90bhp per litre
<b>Compression ratio</b>	15.8:1	16.5:1	15.8:1
<b>Gearbox</b>	9-spd automatic	8-spd automatic	8-spd automatic
<b>Length</b>	4599mm	4657mm	4644mm
<b>Width</b>	2173mm	2089mm	1891mm
<b>Height</b>	1724mm	1678mm	1713mm
<b>Wheelbase</b>	2741mm	2810mm	2774mm
<b>Fuel tank</b>	65 litres	67 litres	70 litres
<b>Range</b>	641 miles	798 miles	925 miles
<b>Boot</b>	479 litres	550 litres	490 litres
<b>Front suspension</b>	MacPherson struts, hydraulic rebound stops, anti-roll bar	Double-joint spring strut, coil springs, anti-roll bar	MacPherson struts, coil springs, anti-roll bar
<b>Rear suspension</b>	Multi-link, coil springs, anti-roll bar	Multi-link, coil springs, anti-roll bar	Independent, coil springs, anti-roll bar
<b>Brakes</b>	325mm ventilated discs (f), 300mm solid discs (r)	325mm ventilated discs (f), 320mm ventilated discs (r)	328mm ventilated discs (f), 302mm ventilated discs (r)
<b>Wheels</b>	8Jx19in	7.5Jx17in	7.5Jx17in
<b>Tyres</b>	235/55 R19, Continental CrossContact LX Sport	225/60 R17, Pirelli Cinturato P7	235/65 R17, Michelin Latitude Sport



## THE LAND ROVER IS MORE EXCITING, INTERESTING AND

← but the quality of the materials is generally very good. Its switchgear, particularly, feels delightfully well damped and securely fixed.

The XC60 outdoes both on the comfort and refinement front. It also has the most aurally gratifying diesel of the lot. The 178bhp, 295lb ft 2.0-litre motor delivers prompt, lively-feeling performance, too, unburdened by the frictional and weight penalties incurred by a four-wheel drive system.

However, the Volvo falls down in two places. Firstly, although the cabin is easily the most visually appealing of the cars here and front space is excellent, the rear is quite cramped. Secondly, there's not much to reward the driver. Although it damps out the bumps well and tolerates the curves adequately enough, there's little in the way

of feedback – and the harder you push, the more notably the flaws in its chassis become apparent. Unsettlingly, there's sometimes pronounced steering kickback in long, sweeping high-speed turns.

Its lack of four-wheel drive, in this specification at least, stunts its overall rating slightly, too. Accelerate with anything resembling vigour out of a vaguely damp junction and it'll easily overpower the front wheels. You'll also notice some torque-induced pull if you're driving at speed through corners as well. That said, the eight-speed Geartronic automatic works well, although shifts aren't executed as quickly as in the BMW or Land Rover.

So what of the Santa Fe, the last in the line? Well, truth be told, it does a very competent job. It rides in a pliant, supple fashion and exhibits no

unpleasant tendencies when pushed. The steering is devoid of feedback, admittedly, but its light weight makes manoeuvring easy. The Hyundai is the slowest car here, on paper, but it doesn't feel like it gives up much to the others in the real world – in part, thanks to a substantial 322lb ft at low revs from its 2.2-litre diesel. Its 194bhp diesel is a pleasantly quiet affair, too, and ideal for simply cruising around. Similarly, the six-speed automatic transmission operates in an unobtrusive fashion and, unlike the Discovery Sport, the Santa Fe will happily trundle away from junctions without hesitation.

Its interior isn't exciting or as well finished as the others here, but it feels durable. It's a shame the seats lack lower back support, though, because they can become tiring to sit in on longer trips. Outside of that, then,

the Hyundai majors on everyday usability. It's spacious, well equipped and immensely easy to drive. But although it has its strong points, it's the most amorphous car within this group and it doesn't leave much of a lasting impression.

It's worth making a note that the Discovery Sport is not a particularly efficient mode of transport, averaging 33mpg during our test against a claimed 44.8mpg. Its rivals, which are claimed to average between 52.3 and 60.1mpg, returned closer to 40mpg without effort.

We pitch back onto the motorway, heading towards the centre of Weston-super-Mare before hitting its fine beaches to conclude our test. It's at this point that, despite my initial reservations and after having spent some four hours behind the wheel of the Discovery Sport, I realise





XC60 is a refined, eager performer; the Sport sounds gruff



Discovery Sport is roomy and there's another row behind



Five-seat-only BMW offers spacious rear accommodation



XC60 also has only five seats, but its rear row is cramped




Santa Fe has seven seats and its middle row is pretty roomy

## DESIRABLE THAN THE REST

I'm enjoying driving it. Compared with the other cars here, it's more exciting, interesting and desirable, and by such an extent that its foibles eventually pale into comparative insignificance. Furthermore, it's the Land Rover that feels like it could conquer a mountain, and that's what many look for in an SUV, regardless of whether they'll ever venture off the beaten path.

The BMW is unquestionably an impressive piece of machinery, but it lacks the Discovery Sport's on-road verve and practical edge, landing it in second place. It does offer a more relaxed, rounded performance, but the Land Rover transpires to be the kind of car that you step out of and, with a glance backwards, quietly wish you could continue driving onwards in. For a four-cylinder diesel SUV, that's an impressive feat.

In third place is the Volvo. It has its charms, such as its quiet cabin, but its chassis leaves it trailing in the wake of the Discovery Sport and X3. Similarly, the Santa Fe is not devoid of appeal, but it lacks the desirability and luxury feel necessary to come out on top here. Consequently, it finishes last, but even to be in competition with such strong rivals shows how commendable a car it is.

Unless you absolutely, positively must have the newest car on the block, however, you'd be advised against buying a Discovery Sport now, because the new, modern Ingenium engines are due soon. Their fitment will hopefully combat the Land Rover's lack of mechanical refinement, unimpressive fuel economy and occasionally sluggish responses. Onwards and, aptly for a Land Rover, upwards. 



# THE GENERATION



**M**ortefontaine, just north of Paris, 17 February. It's the annual European Car of the Year (COTY) test event, with nearly every member of the 58-strong jury, representing 22 countries, gathered at the CERAM motor industry test facility to try out this year's seven-car ranges shortlisted for COTY 2015 and pick a winner.

This year, however, there's an eighth model, a car that doesn't have to beat any rivals, because it already has. It's a Rover 2000, the first car to be crowned Car of the Year, and it has returned to demonstrate just how much has changed – and how little – since the award began in 1964.

In the 11 October 1963 issue, Autocar in its road test rated the Rover 2000 as “one of the outstanding cars of the decade”. There were many reasons for this, mostly centred around technical innovation, plentiful safety features (including four-wheel disc brakes), a feeling of quality, tenacious roadholding and a remarkable ride.

Such attributes are just as important today, although the new-century emphasis on fuel economy and emissions didn't worry the judges so much back in 1964. Nor did panel gaps as wide as your little finger, the result of cladding a rigid base unit with entirely bolt-on skin panels.

The idea was to drive a Rover →



No Rover 2000 is complete without it



# ON GAME

The first European Car of the Year was the Rover 2000. Today, 51 years on, can it still teach the current crop a thing or two? **John Simister** finds out

PHOTOGRAPHY MATT HOWELL







Tony Verhelle, Belgium: "Cobblestones? What cobblestones? I didn't feel them"



Peter Ruch, Switzerland: "The dash is much more charismatic than a modern car's"



Hakan Matson, Sweden: "I love this steering wheel, and I'm sitting very comfortably"



Jaco Bijlsma, the Netherlands: "The visibility is much better than in a new car"

## SOMEWHERE ALONG THE WAY, CAR MAKERS HAVE FORGOTTEN ABOUT TRUE COMFORT



← 2000 to CERAM, get several judges from several countries to make some sage observations about the state of half a century's progress, remind myself of the attributes of this year's crop (I, like Messrs Prior and Frankel, am among the UK's six judges) and drive it home again. With luck, the Rover would continue to function for the full 750-mile round trip.

First, though, I needed a Rover, preferably a Series One, single-carburettor, manual-transmission version as per the 1964 winner. P6-model Rovers in this primordial form are scarce nowadays. The obvious thing would be to find a keen owners' club member, but where's the commitment in that? So I found myself buying one, taking the view that at least one British COTY judge should own the first winner, given that it was British.

I found it in Leyland, Lancashire, which seemed a good omen. It was bought new in April 1967 by a retired aeronautical engineer in Gerrard's Cross, Bucks, and he sold it 15 years

later to his Lancs-based nephew. Sadly, the nephew died last year, so the family, with heavy hearts, put the Rover up for sale. It has had paint but has seemingly never been restored, nor even welded, during its 76,000 miles, and it came with an impressive stash of spares. After a few weekends' pleasurable fettling, it was ready for its cross-Channel adventure. Via P&O ferry, of course. The tunnel would have been quite wrong for the 1960s vibe.

You daren't cruise beyond the legal 81mph limit in France nowadays, a speed at which the 48-year-old Rover seems quite happy. The Autocar test said the engine becomes busy if pressed hard above 4000rpm, and nothing has changed there, but "on the high top gear it hums along easily and contentedly at anything up to 90mph or so". Top whack was 102.5mph, with 60mph arriving 15.1sec after a standing start. By today's standards, the acceleration is very gentle despite the overhead-camshaft engine's healthy 90bhp.

At the test event, 52 judges (six





Few judges fretted about fuel efficiency in 1964, unlike today



Of the seven finalists, the VW Passat was named 2015 winner

couldn't make it) have 51 cars to test, including the Rover. First to take the backward time travel is Tony Verhelle from AutoGids magazine in Belgium. I'll luxuriate in one of the Rover's two individual, leather-trimmed rear seats while Verhelle drives the track and photographer Matt snaps from the front passenger seat. We're heading for the first chicane of several.

"This is a big steering wheel," he observes. "It makes it feel like an old car, but the gearchange is good and so are the brakes." More bends. "Yes, the handling is good. It inspires confidence." And how does it cope with the cobblestoned section? "What cobblestones? I didn't feel them."

Back at base, Verhelle considers what 50 years of development have achieved. "There's much less in the way of assistance and driver aids here, but this car drives more comfortably than most modern cars. I have a 1954 Citroën 2CV and today I'm angry with Citroën. They have lost their big attribute: a comfortable ride."

Next up, Zsolt Csikos from

Hungarian website Totalcar.hu. "It has a good turning circle," he remarks as we thread our way past a sea of shortlisters. Into the first bend, with enthusiasm. "There's a lot of body roll, but the steering is nice and fluid and it weights up the right amount. I love the gearbox with its very short movements, and there's lots of torque."

A few corners later, we're at the cobbles again. "There are no rattles at all. This suspension is incredible, and the seats are comfortable in the way French ones used to be. I'm really overwhelmed."

There's a theme developing here: somewhere along the way, car makers have forgotten about true comfort while chasing 'sportier' handling. Yet the Rover, for all its body roll, is beautifully damped and very grippy. Now it's the turn of Hakan Matson from Sweden. He writes for Dagens Industri and is the COTY president.

"It's amazing how they fit the airbag into that small space," he observes, pointing at the centre of the slender, almost skeletal steering

wheel. "I love this wheel, and there's plenty of room. I'm sitting very comfortably."

"So much has happened since this car, but the new ones are still just a box on four wheels, still recognisably the same idea. Look at the wide, open dashboard on the Citroën Cactus, and the rectangular design motifs. It's the same as in this Rover, really. I like the comfort of this car, and the details such as the markers on the sidelights, illuminated at night, so you can see the corners of the car."


Peter Ruch from Switzerland is next. He masterminds Automobils Revue, that indispensable catalogue of all the world's cars published at every Geneva motor show. He knows the Rover P6 a little, having driven a 3500 V8 version, and he takes to this 2000 straight away with impressive smoothness and flow. A BMW 2-series Active Tourer passes us. "So now we're going to chase him," says Ruch with a worrying grin.

"This steering is more like a ship's, and there's a little bit of body

roll and lots of understeer, but it's comfortable and a good cruiser. It doesn't feel 50 years old. This dashboard is much more charismatic than a modern car's. There was much more creativity back then.

"Today you are driven. In this you are driving, so you concentrate much more."

Finally, it's Jaco Bijlsma from Auto Visie in the Netherlands, the magazine that came up with the original COTY idea. "It has proper steering feel, and it's less loose than I expected. And it's a very nice design visually. Obviously, the safety, refinement and ergonomics aren't as good as they are now, but this was very technically advanced for its time and the visibility is much better than in a new car. I like it."

Comfort, driving involvement, the view out... not all progress over the past 50 years has been in a forward direction, it seems. And if history had taken a slightly different course, maybe Rover would still be in the top league of premium car makers. 







# FAST TALKER

When Martin Brundle talks about Formula 1, everyone listens. **Steve Cropley** quizzes him about what the 2015 season holds for us

PHOTOGRAPHY STAN PAPIOR, LAT

**D**espite the pretensions of the 20 top racing drivers who will line up on Melbourne's Formula 1 grid in a few days' time, for around five million of us who will watch it on TV, enjoyment of the 2015 season's first grand prix will depend heavily on the efforts of a grand prix driver from a different era.

Martin Brundle gave up racing in F1 at the end of 1996, having raced both Michael Schumacher and Ayrton Senna wheel to wheel in the course of a 12-year career, but he has since become a lot more famous as the country's foremost F1 TV pundit. His secret weapon is an ability to describe things in a way that appeals to the sofa crowd, with injections of know-how that could only have come from F1's inner sanctum. In 2009, these skills led

The Times to describe Brundle as "the greatest TV analyst in this or any other sport".

Those who know him say a media career always beckoned. He started receiving offers even before he stopped driving, joined ITV as soon as he retired and learnt the job alongside doyen Murray Walker. "It was like having Pele teaching you to kick a football," he says. When the BBC won back the F1 franchise in 2009, he followed. Then in 2012, it became bizarrely clear that the Beeb would no longer broadcast every race, so Brundle joined Sky, because he couldn't bear to miss any action.

Nowadays, he reinforces his deep knowledge of F1 by regularly driving the cars for TV features, honing his skills in sportscar races and visiting the gym often enough to be sure he can fit into F1's confined cockpits. The day we met in London, →

Martin Brundle was capable of leading Schumacher home







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Alonso and Dennis (above left) are back together and Brundle (below) thinks the McLaren-Honda (left) will challenge for the podium this year; Bottas (above) is a hard grafter



← he'd been to Silverstone for a Force India seat fitting and a session on the simulator, and was berating himself for being 2.6sec slower than Nico Hülkenberg, who brought the car home sixth in the season's last race. (Even for a capable club racer, the margin would have been 10 times as great). Once Brundle has sampled the Force India's Mercedes engine, he'll have driven modern F1 cars with Renault, Mercedes and Ferrari engines, one of the very few to do so.

Back in 1997, Brundle pioneered the famous 'grid walk', a risk-laden dash with a cameraman through the pre-race throng to see how many stars he could interview before they stepped into their cars. He regards this TV high-wire act as a decent substitute for the adrenalin rush of racing – which he still misses – but strenuously denies that the person you see on the small screen is the true Martin. "He's my alter ego," he says. "Butting into conversations and pushing people aside really isn't me. But we're live for nine minutes and you really don't have any alternative – especially since there are now so many other TV crews doing the same thing."

Brundle can't wait for the new season to start, despite the fact that it now runs to 20 races and

**'I'M GIVING UP FORECASTS. I'D NEVER HAVE SAID ALONSO WOULD WORK FOR RON DENNIS AGAIN'**

leaves little respite. The eternal appeal, he says, is that there are always fresh questions to be answered. We settle down in the foyer of his London pad to discuss some – starting with the prospects of the British driver who doesn't need a surname. Will this be Jensen's last year?

"I wouldn't say so," says Brundle, "although it could be if things don't go well. He's still a very good racing driver, which he proved again in 2014. Talking to his gang and watching his body language, there seemed a real chance he would leave – and then he didn't. But after what's happened, I'm giving up forecasts. For instance, I'd never have said Fernando Alonso would work for Ron Dennis again..."

This raises another discussion point: can McLaren-Honda succeed in 2015? The heritage is with them, surely. And Alonso has the necessary skills, even though he'll miss the first race due to the after-effects of a testing crash.

"Giving your car a famous name doesn't make it fast," says Brundle. "McLaren's chassis wasn't great last year, so they've got to improve that. And Honda has a lot of catching up to do. They've had a nightmare so far. You'd have to back them to get it right, although estimating →





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"IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

### DMS 135i (BMW CAR MAY '09)

"THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW  
MANAGED TO TAKE IT TO THE NEXT LEVEL"

### DMS 997 TURBO 3.6 (EVO SEPTEMBER '08)

"IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR,  
YET DOCILE WHEN CRUISING"

### DMS 997 TURBO 3.8 PDK (EVO JUNE '11)

"DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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#### PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP  
997 TURBO 3.6 » 625+ BHP  
997 GT2 RS » 670+ BHP  
996 TURBO/GT2 » 600+ BHP  
997 CARRERA S PDK » 400+ BHP  
997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
CAYENNE GTS » 440 BHP  
CAYENNE TURBO 4.5 » 565+ BHP  
CAYENNE TURBO 4.8 » 578+ BHP  
CAYENNE TURBO S 4.8 » 600+ BHP  
CAYENNE 4.2 DIESEL » 450+ BHP  
CAYENNE DIESEL » 300+ BHP  
PANAMERA TURBO » 600+ BHP  
PANAMERA DIESEL » 305+ BHP

#### MERCEDES-BENZ

'63' 5.5 Bi-TURBO ALL MODELS » 600+BHP  
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP  
SL65 BLACK » 720+ BHP (+DE-LIMIT)  
SL65 AMG » 690 BHP (+DE-LIMIT)  
'55' AMG KOMPRESSOR » 580+BHP  
C63 AMG » 530+BHP (+DE-LIMIT)  
SL63 AMG » 560+BHP (+DE-LIMIT,  
RE-MAP & LOWER ABC SUSPENSION)  
CL600 Bi-TURBO » 580+ BHP  
SLK55 AMG » 389 BHP (+DE-LIMIT)  
SLK 350 » 328 BHP  
220 CDI ALL MODELS » 210+ BHP  
250 CDI ALL MODELS » 259+ BHP  
320 CDI V6 » 274 BHP  
350 CDI V6 » 312 BHP  
420/450 CDI V8 » 358 BHP

#### BMW

M5/M6 F10 » 620+ BHP  
M5 V10 » 548+ BHP (205 MPH)  
X5M / X6M » 618 BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M3 E46 » 370 BHP (+DE-LIMIT)  
F10 520D » 221 BHP  
F10 530D » 296 BHP  
F10 535D » 358 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
730D » 290+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 296 BHP  
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FERRARI CALIFORNIA » 487 BHP  
FERRARI 599 » 647 BHP  
FERRARI 430 » 525 BHP  
GALLARDO » 546 BHP  
LP560 » 600+BHP  
LP640 » 707 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
ALL 2014 MASERATI'S Please call for more info  
AUDI RS6 4.0 T V8 Please call for more info  
AUDI RS6 V10 » 680+BHP +DE-LIMIT  
AUDI R8 V1 » 592+BHP  
AUDI RS4/R8 B7 » 439 BHP + DE-LIMIT  
AUDI RS3 » 420+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP  
AUDI 3.0TDi (ALL MODELS) » 300+ BHP  
AUDI S3 / GOLF R » 317+ BHP  
ALL 2014 RANGE ROVERS AVAILABLE  
RANGE ROVER 4.4 TDV8 » 395 BHP  
R ROVER SPORT 3.0D » 305 BHP  
EVOQUE 2.2 DIESEL » 240 BHP  
BENTLEY 4.0 T V8 » 600+ BHP  
BENTLEY CGT / F-SPUR (INC 2013) » 660 BHP  
GT SPEED / SUPERSPORT » 680+ BHP

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Vettel (left) has “been a bit like a spoiled child” about the changes to the new F1 cars, reckons Brundle, and 2014 Red Bull team-mate Ricciardo (below) “well and truly kicked his backside” last season; Rosberg (above) “will find it harder this year”



← the ramp-up is tough. But I still wouldn't be surprised to see a McLaren-Honda threatening the podium this year.”

What about Alonso at McLaren? Brundle won't place a bet on that. “He's an extraordinary driver, but he's also a difficult character. Look how he's departed from teams. He's often engineered his own difficulties. In a way, you've got to feel sorry for him, though. He should have won the championship that first time at McLaren. And there were two near-misses at Ferrari.”

“But sooner or later, a driver has to take responsibility for what happens. You can't keep saying they've given you a bad car. Look at Schumacher: he motivated the talented group around him, and together they delivered all those championships. He even had a flat inside Fiorano so he could work longer days.”

Do any of the current crop work as hard as Schuey did, I wonder. “Probably not,” says Brundle, after several seconds. “Mind you, everyone works hard. [Nico] Rosberg is pretty well plugged in at Mercedes, and I'll bet you Valtteri Bottas is in the factory most days. But what Michael did was special. He knew the wives' and kids' names. He appreciated how much F1 mechanics give up to go

**‘SEBASTIAN VETTEL CONFUSES ME MOST. HE JUST CAN'T SEEM TO HANDLE THE NEW F1 CARS’**

racing. Yet he managed not to get too close. In the end, it's victories you want, not 600 new friends.”

We move to the Sebastian Vettel question, with all its confusions. How did Daniel Ricciardo, a relative newcomer, come to beat the four-time champ all season? Does that mean Vettel's 2010-2013 successes weren't as good as we thought?

“In 18 years of commentating,” says Brundle, “the person who confuses me most is Sebastian Vettel. He just can't seem to handle the new F1 cars. It's not that he's a poor driver. On Fridays before races, I always stand beside the track, and in his four championship years I know what I saw and it was extraordinary. I could close my eyes as the car went through a corner and know it was Vettel. In the era of blown diffusers and massive downforce, he carried speed into corners brilliantly.”

“But he has different tools now. And he's been a bit like a spoiled child about it. He started moaning early last year and he's still doing it, which is disappointing. The rules are the same for everyone – and it's not such a bad job, is it?”

Brundle reckons disaffection with the rules led Vettel to change to Ferrari. “He wasn't enjoying the car and reckoned the Renault engine might have difficulties for another year. Along came Daniel →





## 2015 FIA FORMULA 1 WORLD CHAMPIONSHIP

15 March	Australia
29 March	Malaysia
12 April	China
19 April	Bahrain
10 May	Spain
24 May	Monaco
7 June	Canada
21 June	Austria
5 July	Britain
19 July	Germany
26 July	Hungary
23 August	Belgium
6 September	Italy
20 September	Singapore
27 September	Japan
11 October	Russia
25 October	United States
1 November	Mexico
15 November	Brazil
29 November	Abu Dhabi



**'HAMILTON  
WILL KNOW HE  
HAS TO BE AT  
THE TOP OF HIS  
GAME TO BEAT  
ROSBERG.  
BUT IF HE IS,  
HE WILL'**


← Ricciardo with his let's-push-the-throttle-and-see-what-happens mindset and well and truly kicked Seb's backside. Vettel didn't have an answer, so he took the Ferrari opportunity. Another bad season and his value would have gone down further."

Next we consider Hamilton and Rosberg, so nearly equal in 2014. Will Lewis's victory affect the closeness of the competition? Brundle is sure it will. "I believe Nico will find it harder this year," he says. "He held the championship in the palm of his hand, then lost it. He'll reflect on that. What's more, he never passed Lewis and made it stick all season.

"The body language also tells you plenty. At one race this year, the drivers were taken around the circuit in old cars. When Nico came out, there was a bit of a kerfuffle. Then Lewis appeared and there was a massive roar. Nico can't have missed the difference. I know what that feels like. At Benetton in '92, I'd just beaten Schumacher in qualifying, but back at the motorhome I had to push my way through journalists waiting to see my German team-mate. That sort of thing does your head in. Hamilton will know he has to be at the top of his game to beat Rosberg. But if he is, he will."

Brundle's love affair with F1 certainly doesn't

mean he's uncritical. Willingness to state his concerns about the sport is another reason why the audience identifies with him. He wishes Bernie Ecclestone would step back and be more presidential, because the leadership job is now too big for one man. He's worried about the cost of competing, because it prevents the emergence of new teams. He'd like to see F1's earnings better distributed, because the present 20-car field (half are paid drives) means far fewer opportunities for fledgling drivers than in his day. In 1989, he points out, there were 38 cars on the grid. And he wishes technology would go faster in some areas. Why, for instance, do F1 cars still run 13in wheels?

However, on the big technical question, today's hybrid powertrains, Brundle is broadly positive. "We've allowed costs to run away and we've made the engines too quiet, but I still think we were right to do it. The cars would otherwise have become dinosaurs. Honda wouldn't have come in. Renault would have left. Mercedes would have no one to race and would leave. We'd be back to Ferrari racing a bunch of Cosworths and Judds. Some people reckon those were the golden days, but they're quite wrong. For four years, we've had the most exciting races ever. Let's have more of the same." 





Hamilton (left) enters the new season with a mental advantage over teammate Rosberg, Brundle thinks; Lotus (above) has swapped to Merc engines but Sauber (below) sticks with Ferrari



## BRUNDLE ON DRIVING TODAY'S F1 CARS



IF YOU'RE IN a good F1 car, you'll know it by the time you're halfway around your out lap, says Martin Brundle. Everything just comes together. You'll feel the difference in driveability between the best and worst cars in that time, too. "I'll bet the Merc-engined Force India is going to be silky smooth," Brundle says, "as soon as it leaves the pitlane."

Not that modern F1 cars are easy to drive. "The combined torque of the electric motors and the turbo kicking in makes them resemble the turbo cars of the '80s," says Brundle, "even down to the 11,000rpm gearchange points. You're allowed 15,000rpm today, but you tend to change at

around 11,000 to keep control of fuel consumption.

"Quite a lot of drivers find them difficult. They've come from karting on super-sticky tyres, then probably moved to GP2, where you have mega-grip and not a lot of power. The technique with one of those is to get the nose into the corner, then slam the throttle down.

"But in today's F1 cars, you have to learn to squeeze the accelerator. You have to control the car right through a corner, and you're still controlling it when the corner's 100 metres behind. Some drivers don't like that, because they've never had to do it, but the best of them – like Lewis [Hamilton] and Fernando [Alonso] – can acclimatise."



# GAME CHANGING LUXURY

THE HYPER-LUXURIOUS  
NEW MODEL THAT'S  
PERFECT FOR FLEETS



**F**or a big chunk of company-car users, lavishly equipped yet practical, electric motoring in a full-sized SUV with no range anxiety sounds like a dream. That's exactly what it was before the Mitsubishi Outlander PHEV. The Outlander PHEV's designed-in ability to make big battery packs 'disappear' gave it the space and utility of a full-sized SUV alongside running costs that shame the tiniest city car.

Now, the range has expanded with a new super-luxurious GX5h model. It maximises a company-car user's options, combining the highest possible specification with the smooth, quiet, and surprisingly rapid performance of an EV... all with the cruising range of a normal car.

Externally, subtle changes include LED front fog lamps, daytime running lights, side steps and a rear spoiler. Inside you're looking at the

**"IT MAXIMISES FLEET-CAR OPTIONS WITH QUIET, RAPID EV PERFORMANCE – AND HUGE RANGE"**

most lavish, opulent Mitsubishi ever built. For starters there's a premium leather interior, available in claret red, porcelain beige and gunmetal grey – complete with sumptuous extra padding. There's a 420W Alpine DAB audio system with a digital sound processor specifically tuned for the Outlander's interior. And enhanced LED lighting in cool blue and twin USB charge-points in the rear augment the already massive specification.

The Outlander PHEV drives with a high degree of comfort, safety and power. And thanks to the low, central position of the main drive battery, it handles well too.

Being a Mitsubishi, it's a proper off-roader running a Super-All Wheel Control (S-AWC) permanent 4WD system with a lock mode for the really gooey stuff. Towing capacity is 1,500kg and it has an enormous 463-litre cargo volume.

Most electric vehicles and hybrids are expensive, even after the £5,000 Government Plug-In Car Grant. But this carries no EV/hybrid premium, and you don't have to search out specialists to service the PHEV either. Any Mitsubishi dealer will do. It's easy to see why Outlander PHEV is Britain's biggest-selling plug-in hybrid. What's harder to see is why you'd want anything else as a company car.

**A FEW OUTLANDER PHEV FACTS...**

**PRICE: FROM £28,249 (POST-£5,000 PLUG-IN CAR GRANT)**





## HOW DOES MITSUBISHI'S PHEV WORK?

For almost all everyday needs, the Outlander PHEV performs purely as an electric vehicle. And as long as there's sufficient charge in the batteries, the electric motors will work on their own up to 75mph. From a full charge, which takes only 3-4 hours, the Outlander PHEV will run for up to 32 miles. It can rapid charge to 80% in just 30 minutes, too.

For longer trips, the light, efficient 2.0-litre petrol engine kicks in to recharge the battery or to supplement the electric motors by delivering direct power to the wheels.

Best of all, the car automatically chooses the most efficient mode – and as long as there's petrol in the tank, you'll never run out of juice.



## WHAT ABOUT PHEV RUNNING COSTS?

On the road, the official fuel consumption is 148mpg. If your total commute is less than 30 miles, or if it's less than that one way and there's a charging point near your work, you might hardly ever use the petrol engine.

But the *really* interesting stats are on tax. The benefit-in-kind and fuel-card tax rating is just 5%, next to 25% or more for similarly-sized diesel SUVs. That's a typical annual saving for 40% taxpayers of up to £3,500 without a fuel card, or nearly £6,000 if they have one. It's even exempt from the London Congestion Charge. For businesses there's 100% Capital Allowance first year write-down, plus lower national insurance contributions and running costs.

	Mitsubishi Outlander	Honda CR-V	BMW X3	Audi Q5	Mercedes E-Class
	GX4h Auto	EX Auto	Xdrive 30d SE Auto	S-Line Plus Auto	E250 CDI Auto
Cost of the car – P11d value	£37,899	£33,605	£39,860	£38,235	£36,765
Government grant reduction	£5,000	£0	£0	£0	£0
Adjusted final price	£32,899	£33,605	£39,860	£38,235	£36,765
CO <sub>2</sub> emissions (g/km)	44	180	156	159	129
Benefit in kind rate	5%	32%	27%	27%	21%
Vehicle benefit charge without fuel provided	£758	£4,301	£4,305	£4,129	£3,088
Tax saving per year without fuel (40% taxpayer)	-	-£3,543	-£3,547	-£3,371	-£2,330
Vehicle benefit charge with fuel provided	£1,192	£7,079	£6,648	£6,473	£4,911
Tax saving per year with fuel (40% taxpayer)	-	-£5,887	-£5,457	-£5,281	-£3,719

**BENEFIT IN KIND TAX RATE: 5%**

**VEHICLE EXCISE DUTY: £0**

**LONDON CONGESTION CHARGE: £0**

Outlander PHEV range fuel consumption in mpg (ltrs/100km): Full Battery Charge: no fuel used, Depleted Battery Charge: 48mpg (5.9), Weighted Average: 148mpg (1.9), CO<sub>2</sub> Emissions: 44 g/km.



# Nissan Juke

Nissan attempts to sharpen up the hot version of its baby crossover

**MODEL TESTED** Nismo RS

● Price £21,650 ● Power 215bhp ● Torque 207lb ft ● 0-60mph 7.5sec ● 30-70mph in fourth 10.2sec  
● Fuel economy 34.3mpg ● CO<sub>2</sub> emissions 129g/km ● 70-0mph 57.5m

**T**he Nissan Juke was made by – and for – people with a healthy disdain for convention. Five years after its launch and following a significant facelift, this car remains the most daring and esoteric in the class that it founded. That's no small achievement.

Drive a Juke for any length of time and you'll conclude that it doesn't exist to be practical, comfortable or dual-purpose capable, nor particularly stylish or sporty. It exists to be different – visually characterful and little more. And while the Juke's direct rivals have filtered into their

**WE LIKE** Incongruous performance appeal ■ A bit more usable than rivals ■ Well equipped



● Arguably the most noticeable feature of what is an incredibly light restyle is the shape of the headlights, which now get the distinctive tick design common to all new Jukes.



● You'd probably have to be a Nissan employee to notice, but this latest model wears the manufacturer's latest grille design.



● The alloys stay the same for the RS, but the difference between models is advertised by these exclusive red brake calipers.



● The Nismo has always featured red door mirrors to match the piping on its bodywork, although the integrated indicators are a new range addition.



variously more straightforward roles on the periphery of the class, that identity has only become clearer. Most who buy a Juke probably wouldn't feel the need to explain themselves in any more complicated a way than by saying: "I fancied one." It's what marketing departments like to call 'emotional appeal'.

Furthermore, 'emotional' cars are the ones that lend themselves best to performance makeovers, because they're that little bit more exciting from the word go. An engineer might disagree, but in most modern car companies engineers do what



The Juke was launched five years ago

they're told – usually by designers, marketers or corporate strategists.

That is how it came to pass that, in 2013, Nissan introduced its new factory performance brand to the UK with the Juke Nismo. This

performance crossover was a punt – but quite a clever one. A likeable enough thing as long as it wasn't taken or driven too seriously, it was pitched at the more usability-minded end of the hot hatch market. It has proved popular, accounting for three per cent of the Juke's 130,000-unit annual European production volume.

So to today's question: can the Juke Nismo's cutting edge be sharpened further? Now that the appetite for a fast Juke is established, can the hardware be turned into something of greater purpose and credibility? Step forward the Juke Nismo RS.

## DESIGN AND ENGINEERING



Surprisingly few visual differences set the Nismo RS apart from its non-RS forerunner. As part of last year's facelift, all Jukes received a more prominent 'V' radiator grille, new upper headlights with LED running lights and new tail-lights, while upper-trim models also got new door mirrors with indicator repeaters.

But those changes, plus some discreet RS badges and red brake →

**WE DON'T LIKE** Inflexible engine ■ Hyperactive, overcooked suspension ■ Heinous shortage of traction



● Like the headlights, the rear light clusters are new. In this case, though, the tweaks are more about introducing clear lenses for the indicators than altering the shape.



● Nissan claims better fettling of the airflow from the rear spoiler. It is certainly more than you'd suspect the Nismo's diffuser is doing down below.

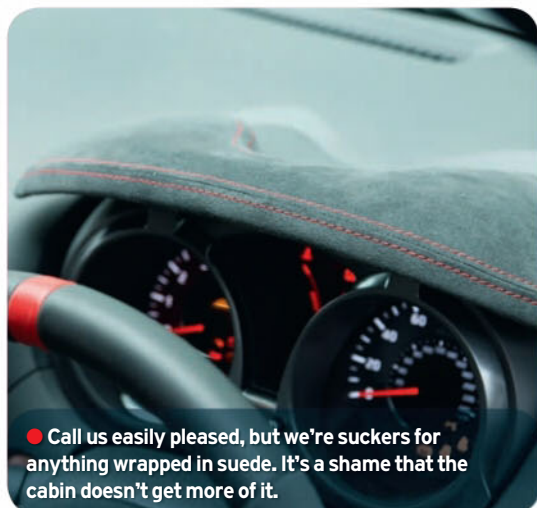


● There's no change to the Nismo's flared sills, which do a decent job of distinguishing its grunter nature from the stock Juke's fittings.

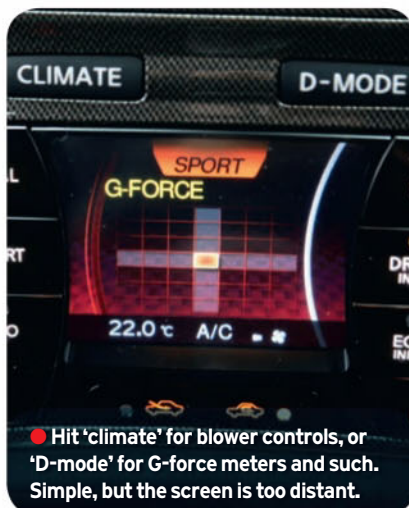


● There's just a single tailpipe for the RS, as it was for the car's predecessor, although it's shinier and slightly more conspicuous than the standard Juke's exhaust.

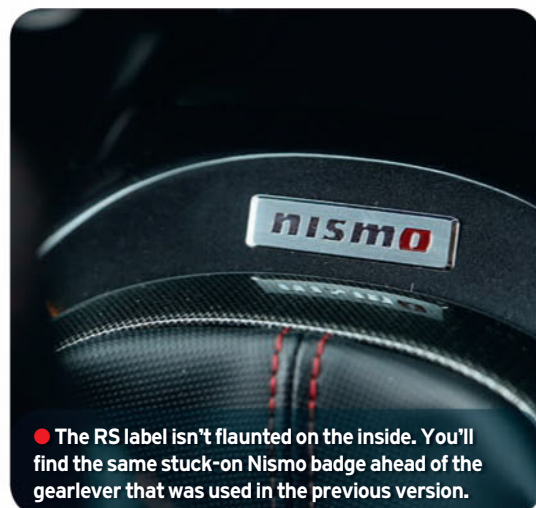




● Call us easily pleased, but we're suckers for anything wrapped in suede. It's a shame that the cabin doesn't get more of it.



● Hit 'climate' for blower controls, or 'D-mode' for G-force meters and such. Simple, but the screen is too distant.



● The RS label isn't flaunted on the inside. You'll find the same stuck-on Nismo badge ahead of the gearlever that was used in the previous version.



## MULTIMEDIA SYSTEM

The RS features Nissan's current infotainment system, which, by and large, is a good thing. It's hardly in the Apple OS X Yosemite sphere of inventiveness, but by opting for easy-to-understand shortcut buttons and menus that err towards simplicity, it rarely leaves you confounded.

Our enthusiasm for touchscreens is fast fading, and the comparatively small size of the display

doesn't help when it comes to providing big buttons at which to stab a finger, but with a physical dial for zooming in and out of the sat-nav map, we were generally contented.

Most everything you'd need – Bluetooth and DAB tuner included – comes as standard on the RS. There's even a CD player thrown in, just in case you wondered what it would feel like to drive a modern-day Nissan in the late 1990s.



← calipers, really are all there is to speak of. Nissan says there's a bigger exhaust muffler on the RS, but we'll have to take their word for it, because the tailpipe is identical. The new car even uses the same paint palette, wheels and tyres as the Nismo. We can't help thinking an RS model should be better distinguished.

Where you can't see it, Nissan has added structural reinforcements – mostly along the transmission tunnel and pillars – to modestly enhance the Juke's rigidity. The 1.6-litre DIG-T petrol engine has also been overhauled, and it now produces 215bhp and 207lb ft – 18bhp and 23lb ft gains on what it made in the old Nismo, and just enough to position this car among the fiercest hot superminis of the moment.

The powertrain is augmented with a dual-mass flywheel, a stronger clutch and shorter intermediate gear ratios, while the changes to the chassis consist of stiffer springs and dampers and bigger anti-roll bars. The suspension and steering are otherwise the same: MacPherson struts at the front and a torsion beam at the back, with electro-mechanical power steering. The latter has been

retuned to account for a certain other interesting addition: on the front axle of two-wheel-drive versions of the Nismo RS, you'll find a new helical limited-slip differential.

We're testing the front-driver, but, just as you could with the Nismo, you can have a four-wheel-drive Nismo RS if you prefer. If you do, you'll get independent rear suspension and a slightly larger fuel tank. But you'll also have to put up with a stepped 'Xtronic' continuously variable transmission with shift paddles, a smaller boot, a greater thirst for fuel, output downgrades to 211bhp and 184lb ft, and a car that takes a full second longer to hit 62mph from rest. All of which seems a rough deal for customers wanting four-wheel drive or the convenience of a two-pedal driving experience and willing to pay Nissan's hefty £2100 premium.

## INTERIOR



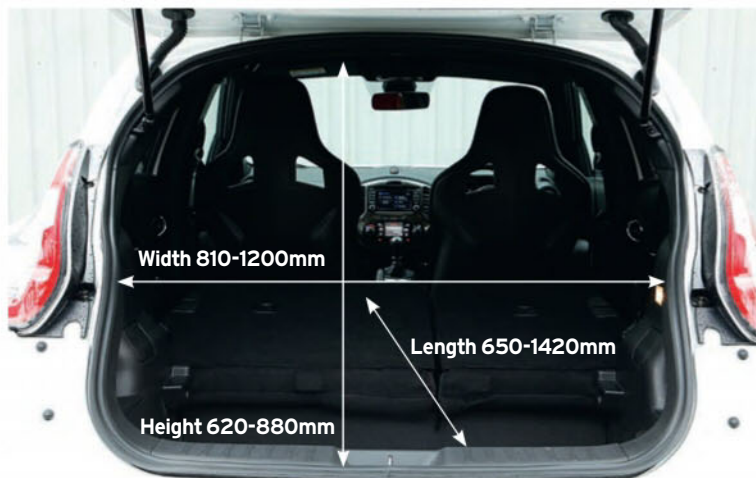
Next to your common or garden hot supermini, which requires a spot of rear end freefall in order to get in, the high hip point of the Nismo RS →



● Optional Recaro seats stick out like a sore thumb here. Keep your ticks for other items and settle for the Nismo's standard – but very good – sports seats.

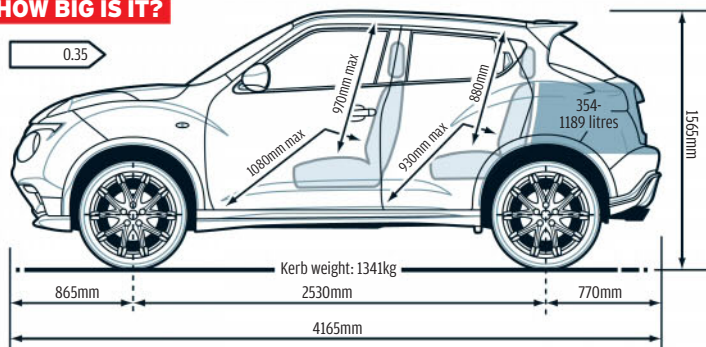


● The camera doesn't lie here. The Juke isn't capacious enough for families with adult-sized offspring, but it accommodates children well enough.



● Boot is subtly bigger than before, but you'll need the two-stage floor in its higher position if you want a fully flat load space with the rear seats folded down.

## HOW BIG IS IT?



## VISIBILITY TEST

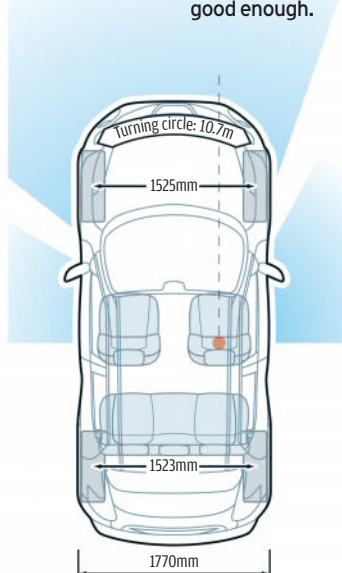
The Juke's packaging means you're not far from the A-pillars, but the high perch makes visibility decent.

## HEADLIGHTS

Given the amount of lights on the front, you'd expect the road ahead to be floodlit. It isn't, but the spread is good enough.

## WHEEL AND PEDAL ALIGNMENT

There's nothing fussy about the Juke's pedal layout, which is probably the way you'd want it. Steering wheel placement is helped enormously by the addition of reach adjustment.





◀ makes it a doddle to get into. It would be wise, though, to savour this lack of aggravating knee-bending, because it's one of the few areas in which the Juke can claim a clear advantage over the segment's more conventional offerings. Certainly the interior space is nothing to get particularly excited about when you consider the car's size advantage over most superminis.

Rear passengers can expect to be no more comfortable than they would be in the five-door Renault Clio 200. Front occupants are better catered for – or at least they were in our test car, in which a pair of handsome Recaro seats had replaced the standard sports affairs. The sight of them, though, establishes the incongruity that somewhat hampers the Nismo RS's overall appeal. As supportive as the optional pews are, their aggressive appearance seems at odds with the humble crossover cabin and,

as you still sit very high, the sensation of an enhanced relationship with the road is never really forthcoming.

Elsewhere, the interior lurches from good (the tactile suede trim) to bad (the nasty shiny finish to the centre console and dash) without ever really convincing you that the transition from standard placid Juke to testy RS is anything more than skin deep. As before, Nissan's Dynamic Control System – the tech that provides a modest choice of Eco, Normal and Sport modes – is merged with the switchgear for air conditioning, meaning you have to make do with reading telemetry from the Juke's smallest display (an app allowing you to 'cast' additional information to an iPad has never materialised). At least the remodelled boot, at 354 litres with the seats still up (and the two-level floor in its lower position), is bigger than those of most of its supermini rivals. That said, it's

still hard to imagine any prospective buyer seizing on practicality as a reason to opt for the Juke Nismo RS.

## PERFORMANCE



Nissan may not have been able to fit wider wheels and tyres to the Juke Nismo RS even if it had wanted to, given that small, front-engined cars and wide wheels are notoriously incompatible for packaging reasons. By choice or not, the RS runs the same 18in rims and 225-section Continental tyres as did the Juke Nismo. In light of that fact, given that the less powerful version of the car suffered with limited traction, it should come as no surprise that the Nismo RS feels similarly hamstrung.

And yet the shortage of traction under this car's front wheels is so serious that it couldn't fail to surprise

most who drove it. We figured the car on a fairly chilly day, but on drying asphalt it took plenty of attempts to balance the laggy power delivery of the engine against the easily breached adhesiveness of the driven axle. A bit of deliberately managed wheelspin is what you want for the optimum getaway, but that can be devilishly hard to come by in the Juke Nismo RS – a fact evidenced by its inability to outpace the 7.5sec 0-60mph time set by its predecessor (on a tackier surface, admittedly).

Turning up the boost on the 1.6-litre turbocharged engine has done more harm to response and driveability than you may think it's worth in outright performance terms. The RS's motor feels lethargic at anything less than 2500rpm, and while it's potent from there to around 5000rpm, it is also considerably less willing to work over the last 1500rpm of the rev range. As a result, keeping

## TRACK NOTES

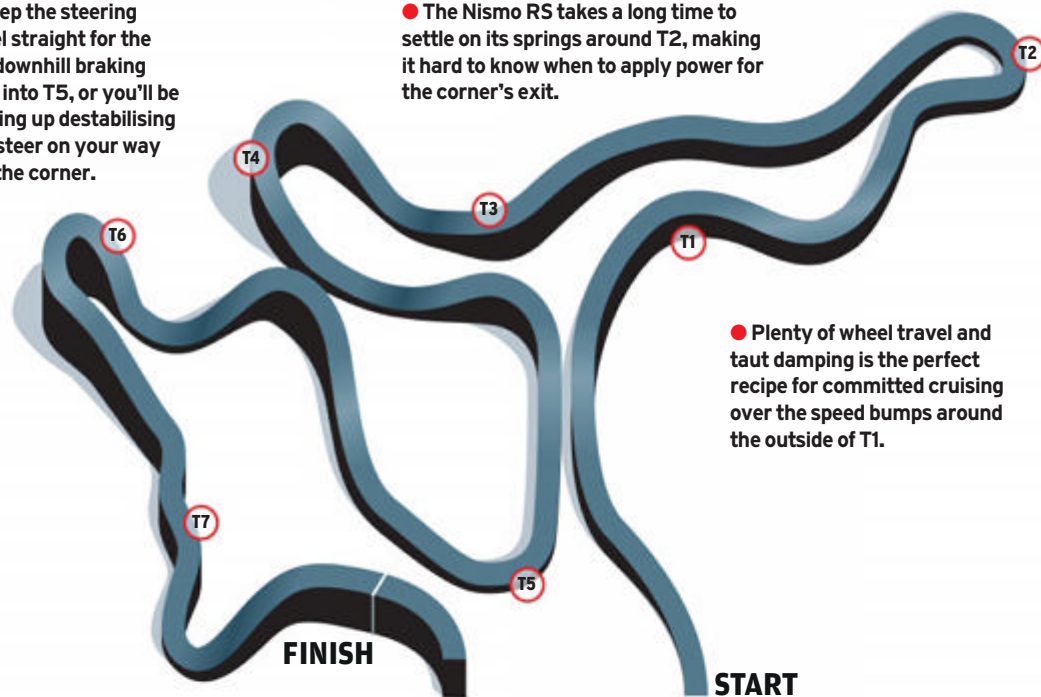
The Juke Nismo RS's traction and stability control systems are good ones, and necessarily so. Turn them off and you need to be smooth and judicious with your braking and steering inputs on corner entry, because the car's locking diff, firm springs, short wheelbase and high centre of gravity make it keen to adopt fairly sudden oversteer when the rear wheels are lightly loaded.

It's usually only a brief flirtation and quickly corrected, because the steering is so direct and because the front wheels are the ones that run short of traction and grip the moment you touch the accelerator. But it's frustrating when all you want the car to do is tuck its nose in, find some purchase and change direction with the verve and assuredness you expect of a hot hatch. Progress is usually swifter with the subtle stability control left on. It's a fast-acting set-up; our fastest standing starts were recorded with the VDC on and in Sport mode.

● Keep the steering wheel straight for the fast downhill braking zone into T5, or you'll be dabbling up destabilising oversteer on your way into the corner.

● The Nismo RS takes a long time to settle on its springs around T2, making it hard to know when to apply power for the corner's exit.

● Plenty of wheel travel and taut damping is the perfect recipe for committed cruising over the speed bumps around the outside of T1.



## ACCELERATION 6deg C, damp

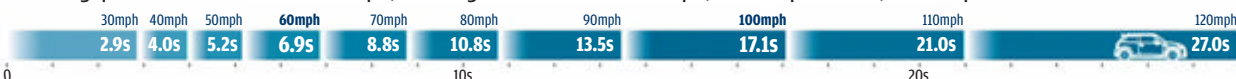
### Nissan Juke Nismo RS

Standing quarter mile 15.9sec at 93.0mph, standing km 28.5sec at 115.7mph, 30-70mph 6.0sec, 30-70mph in fourth 10.2sec



### Mini Cooper S (2014)

Standing quarter mile 15.3sec at 94.7mph, standing km 27.5sec at 120.8mph, 30-70mph 5.9sec, 30-70mph in fourth 8.0sec



## BRAKING 60-0: 3.20sec





Firmer suspension fails to control the Nismo RS's high-level mass



## Half throttle will cause wheelspin in a second or third-gear corner, in turn bringing about unwanted understeer

the car going at full tilt requires too much concentration on the tacho needle and staying within the confines of a fairly narrow rev band.

Gone, too, is the nicely composed soundtrack of the regular Juke Nismo. From the driver's seat, the RS's bigger-bore exhaust is too often drowned out by the hissing and fizzing of the engine's hard-working turbocharger, leaving the Nissan with a thin and underwhelming audible character. It's less modern WRC contender and more hand-held vacuum cleaner.

### RIDE AND HANDLING

★★★★☆

The way the Juke Nismo RS goes down the road smacks damningly of overcompensation. Somewhere between the softer and more civilised handling tune of the Juke Nismo and the heavy-weighted, hyperactive set-up of this RS is the perfect dynamic compromise for a car that will inevitably suffer for its relatively high roll axis. Far from hitting that bullseye, the RS ends up missing it by

a considerably wider margin than the original Nismo.

There's just no pragmatism – little apparent acknowledgement of Newtonian physics, even – about the way this car has been configured. You can feel the unforgiving firmness of the car's spring rates and anti-roll settings in the excessive and unhelpful weight of the steering before you've hardly turned a wheel. And all in order to wage a futile war on body movement that the car was fated to lose the instant Nismo decided not to sacrifice a bigger chunk of its crossover ride height for this ultimate performance version.

Ultimately, the Juke Nismo RS rolls on its long springs to relatively pronounced angles when you lean on it, just as the Juke Nismo did. The firm coils keep the roll rate quite low, but they also serve to affect your confidence in the remaining grip level, because you're never quite sure at which point the car has finally settled into a steady cornering state.

Moreover, the traction problem described in the previous section becomes greatly exacerbated the moment you turn the steering

wheel off the straight-ahead. The car transfers its weight to its outside wheels very quickly indeed, and to such an extent that little more than half throttle will often cause wheelspin in a second or third-gear corner. That, in turn, brings about unwanted understeer.

It's at this point you'll realise that helical limited-slip diffs are no miracle cure. They maximise traction, sure, but they can't create it out of thin air. So while you'll feel its presence feeding back interference through the steering and making the car more directionally sensitive on the overrun, the LSD is of little help in keeping the front wheels glued to your intended line under power.

The car's ride on typical British roads is agitated and reactive. It's not especially noisy or harsh, but it's wearing all the same. Much more disappointing is that while the RS is responsive and apparently agile in a fairly superficial sense at low speeds, the car simply doesn't grip the asphalt hard enough when pressed, or generally come to heel obediently enough, to justify its otherwise demanding temperament.

### BUYING AND OWNING

★★★★☆

The Nismo RS comes well equipped. The 5.8in touchscreen is fully loaded with DAB, reversing camera, sat-nav and the NissanConnect system, while around it sit cruise control, heated front seats, climate control and automatic, wipers and lights.

This was a factor in the original model's popularity and will need to be again with a starting price worryingly close to that of an entry-level Ford Focus ST – a car less stocked with kit but hugely superior in every other way.

Predictably, given its extra size, weight and aerodynamic attributes, the Juke doesn't claim quite the same parsimony as its smaller competition. Where most of them will edge close to 50mpg in combined tests, the RS can't better 40mpg. However, the 34.3mpg average it returned while under the True MPG microscope isn't unreasonable, and the CO<sub>2</sub> output of 129g/km is decent for the car's power and proportions. →



## NISSAN JUKE NISMO RS

On-the-road price	£21,650
Price as tested	£24,550
Value after 3yrs/36k miles	£11,400
Contract hire pcm	na
Cost per mile	51p
Insurance/typical quote	22E/£640

## EQUIPMENT CHECKLIST

18in alloy wheels	■
Nismo aero package	■
Heated front seats	■
Electric folding and heated mirrors	■
Automatic climate control	■
Bluetooth connectivity	■
Cruise control	■
5.8in touchscreen	■
Reversing camera	■
DAB tuner	■
Automatic lights and wipers	■
Limited slip differential	■
Nismo sports seats	■
Tech Pack (xenon headlights, blind spot and lane departure warning, moving object detection)	£900
Recaro seats	£1300
Pearlescent paint	£700
Options in <b>bold</b> fitted to test car	
■ = Standard na = not available	

## RANGE AT A GLANCE

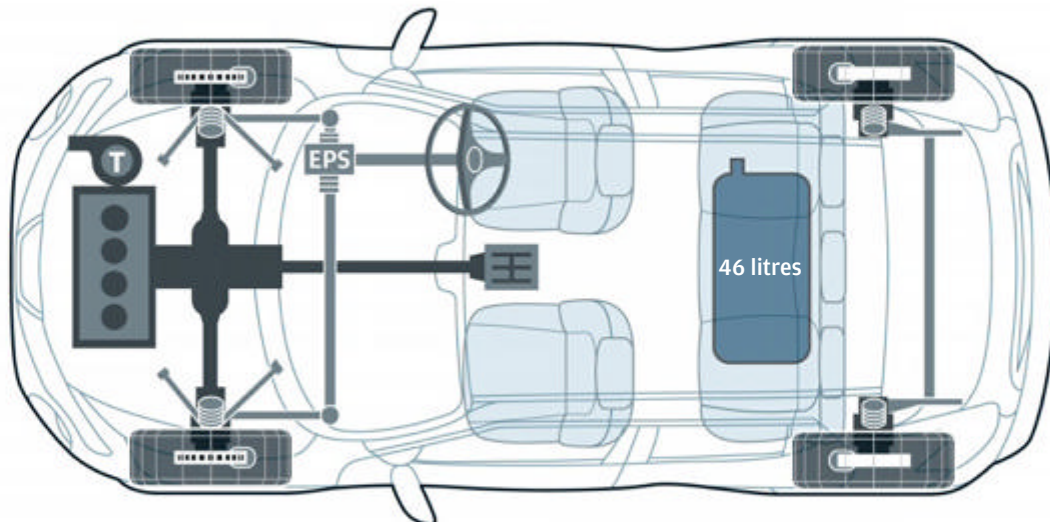
ENGINES	POWER	FROM
1.2 DIG-T	113bhp	£15,320
1.5 dCi	108bhp	£16,715
1.6 CVT	115bhp	£16,320
1.6 DIG-T	187bhp	£18,150

## TRANSMISSIONS

6-spd manual	■
6-spd automated manual	£2100

## TECHNICAL LAYOUT

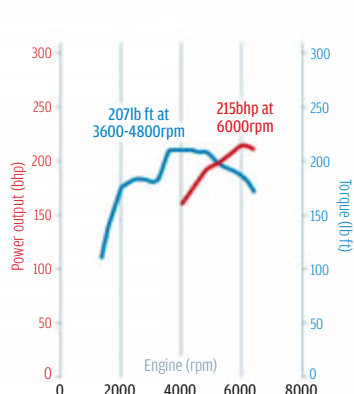
Nissan's Nismo RS-inspired bout of all-round stiffening doesn't really alter the Juke blueprint, this being (in this case) a front-driven steel monocoque, connected to its wheels via a MacPherson front strut and rear torsion beam suspension. The all-wheel-drive version, with a CVT gearbox, adds multi-link rear suspension to the mix.



## ENGINE

Installation	Front, transverse, front-wheel drive
Type	4 cyls in line, 1618cc, turbocharged, petrol
Made of	Aluminium head and block
Bore/stroke	79.7mm/81.1mm
Compression ratio	9.5:1
Valve gear	4 per cyl
Power	215bhp at 6000rpm
Torque	207lb ft at 3600-4800rpm
Red line	6200rpm
Power to weight	160bhp per tonne
Torque to weight	154lb ft per tonne
Specific output	133bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1341kg/na
Drag coefficient	0.35
Wheels	7Jx18in
Tyres	225/45 R18, Contisport Contact5
Spare	Repair kit

## TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.72/4.7 2nd 2.04/8.6 3rd 1.39/12.6 4th 1.05/16.6 5th 0.86/20.3 6th 0.73/23.9
Final drive ratio	4.42

## ECONOMY

TEST (TRUE MPG)	Urban	33.6mpg
	Extra-urban	35.0mpg
	Average	34.3mpg
CLAIMED	Urban	29.4mpg
	Extra-urban	49.6mpg
	Combined	39.2mpg
	Tank size	46 litres
	Test range	347 miles

## SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Torsion beam, coil springs, anti-roll bar

## STEERING

Type	Electrically assisted rack and pinion
Turns lock to lock	2.6
Turning circle	10.7m

## BRAKES

Front	320mm ventilated discs
Rear	292mm solid discs
Anti-lock	Standard with EBD and brake assist

## CABIN NOISE

Idle	44dB
Max revs in third gear	73dB
30mph	61dB
50mph	66dB
70mph	70dB

## SAFETY

ABS, EBD, ESP, VDC	
Euro NCAP crash rating	5 stars (2011, 1.6 Acenta)
Adult occupant	87%
child occupant	81%
pedestrian	41%
safety assist	71%

## EMISSIONS & TAX

CO <sub>2</sub> emissions	129g/km
Tax at 20/40% pcm	£65/130

## ACCELERATION

MPH	TIME (sec)
0-30	3.4
0-40	4.4
0-50	5.7
0-60	7.5
0-70	9.4
0-80	12.2
0-90	14.9
0-100	18.7
0-110	24.5
0-120	32.4
0-130	-
0-140	-
0-150	-
0-160	-

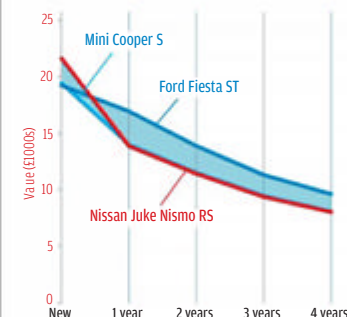
## ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	2.5	4.5	7.0	-	-
30-50	2.4	3.6	5.6	8.5	12.0
40-60	-	3.2	5.1	7.2	9.6
50-70	-	3.5	4.6	6.8	9.0
60-80	-	-	4.7	6.4	9.8
70-90	-	-	5.5	6.4	9.5
80-100	-	-	6.7	7.5	9.6
90-110	-	-	-	9.2	11.2
100-120	-	-	-	13.1	-
110-130	-	-	-	-	-
120-140	-	-	-	-	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

## MAX SPEEDS IN GEAR

29mph	79mph	127mph
6250rpm	6250rpm	6250rpm
1	3	5
2	4	6
54mph	104mph	137mph*
6250rpm	6250rpm	5723rpm
		*claimed

RPM in 6th @ 70/80mph = 2924/3342



● There's no salvation for the RS here; a big hit after 12 months leaves it trailing the cheaper Fiesta ST's values.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2014, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Juke, contact Nissan, The Rivers Office Park, Denham Way, Maple Cross, Rickmansworth WD3 9YS (01923 899930, nissan.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Nissan Juke Nismo RS

**AUTOCAR VERDICT** ★★☆☆☆

Efforts to extend the Juke Nismo's repertoire fail to enhance its appeal



Two extra letters have made a world of difference to Nissan's go-faster Juke. The evolution from accessible, easy-going performance machine to something fundamentally harder-edged was logical enough, but in the process of rendering a more physical experience from the RS, Nissan has subverted far too much that was likeable about the original Nismo.

Compromise has to be at the core of anything that is both crossover-based and performance-led, and a failure to balance the key elements stands out from a mile away. Here, it's not just because the car fails to impress at its new limits, but because the means used to achieve them so obviously worsen the overall experience. The RS's imperfections take just minutes, not days, to become wearisome. Nissan relied on the emotional appeal of the Juke Nismo to win buyers, but now it can only hope that customers remove their critical faculties altogether before trying the RS.

**TESTERS' NOTES**


**MATT SAUNDERS**  
The greatest dynamic talent the

Nismo RS has by some way is its incredible capacity to deal with sleeping policemen. The long-travel springs and proper dampers allow you to tackle them with total impunity.



**NIC CACKETT**  
Nissan will have thought the Recaro

option a potentially enticing upgrade, but I'd recommend you try the RS's standard seats first, if only to savour even more of that finger-pleasing suede.

**SPEC ADVICE**

Given the paucity of traction, all-wheel drive seems like a good idea. But at nearly £24k, the all-paw RS isn't much cheaper than an Audi S1 – a car with power, quality and capability to go with the outlay.

**JOBS FOR THE FACELIFT**

- Fit wider wheels, or at least stickier tyres.
- Make it sound better. Even a symposer would be better than this.
- Find a better gearbox to make the 4WD version the definitive one.

**AUTOCAR**  
ROAD TEST  
**TOP5**

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>FORD</b> Fiesta ST	<b>MINI</b> Cooper S	<b>PEUGEOT</b> 208 GTi 30th	<b>RENAULT</b> Clio RS 200 Turbo EDC	<b>AUDI</b> S1
<b>Price</b>	£19,395	£18,655	£21,995	£18,995	£25,380
<b>Power</b>	180bhp at 5700rpm	189bhp at 4700-6000rpm	205bhp at 5800rpm	197bhp at 6000rpm	228bhp at 6000rpm
<b>Torque</b>	177lb ft at 1600-5000rpm	206lb ft at 1250-4750rpm	221lb ft at 1700rpm	177lb ft at 1750-5500rpm	273lb ft at 1800rpm
<b>0-60mph</b>	7.0sec	6.9sec	6.5sec	7.4sec	5.9sec
<b>Top speed (claimed)</b>	137mph	146mph	143mph	143mph	155mph
<b>Fuel economy (combined)</b>	47.9mpg	49.6mpg	52.3mpg	44.8mpg	40.4mpg
<b>Kerb weight (claimed)</b>	1163kg	1235kg	1160kg	1204kg	1315kg
<b>CO<sub>2</sub>/tax band</b>	138g/km, 20 per cent	133g/km, 20 per cent	125g/km, 18 per cent	144g/km, 21 per cent	162g/km, 25 per cent
<b>Verdicts on every new car, p74</b>	Blends engaging dynamic sophistication with value to supreme effect. Huge fun. ★★★★★	Easily as pricey as the RS when you add the same level of kit. Easily better even without it. ★★★★★	Not perfect, but shows you what a toughened-up prospect ought to feel like. Fine running costs, too. ★★★★★	There's an updated Clio coming, and we look forward to it. There's plenty of room to improve. ★★★★★	Price even more wince-inducing than the Juke's. But you do get a proper rocket. ★★★★★



# YOUR VIEWS

Write to Autocar

autocar@haymarket.com

## LETTER OF THE WEEK

### Practical magic

Your entertaining article on Porsches ('GT3's a Crowd', 11 February) missed the point about how customers spend their money. It is not only about pure driving but also pure driving practicalities.

If you want a track car, buy a 911 GT3, but don't use it every day. If you want four seats for occasional use, buy a 911 GTS and you can use it every day. If you want a mid-engined two-seater, buy a Cayman and you use it every day.

But I would say this: I just bought a 911 GTS and absolutely love its quality and everyday excellence.

**Simon Ratcliffe**  
via email



### WIN

Letter of the week wins a  
ValetPRO exterior protection  
and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

### RICE IS RIGHT

My new hero is Kevin Rice, Mazda's designer. His defence of the 16in wheels on the new MX-5 is exemplary; a 4kg saving on unsprung weight is important.

A 100kg weight saving overall is a benchmark. It's fitting this should happen on a car inspired by Chapman's Elan of 50 years ago. I bet it takes Ford and Volkswagen 20 years to catch up.

**K Turner**

Stanfree, Derbyshire

### BRIT OR MISS?

In reference to the 18 February issue, why do you say everything is British, when the only part of the story that is British is that the vehicles are built here?

Jaguar, Land Rover, Rolls-Royce, Bentley and Mini are all foreign. If you are going to say British, where were the Hondas, Nissans and Toyotas?

JLR is owned by Tata – it's not British.

Bentley is owned by Volkswagen, which I'm sure is German, as is BMW, which owns Rolls-Royce and Mini.

**Stephen Simpson**

via email

*The defiant Britishness of those five marques is key to their attraction to their current owners. Also, we regularly extol the accomplishments of Honda, Nissan and Toyota in the UK – MB*

### FAST JAG HITS THE MARK

Reading the comparison between the Lexus RC F, BMW M4 and Audi RS5 ('Lex Appeal', 4 February), I noticed that the M4 scored four stars and the other two only three and a half each.

As they are around £60k each before options, I think that the Jaguar XFR would provide more fun in a more complete package for a similar outlay.

**Sydney Dott**

Cirencester



A Qashqai is as British as a Rolls-Royce

Who first thought of this meaningless expression, rather than, say, PHIREC for Pretentious High-Rise Estate Car?

**Roderick W Ramage**

Stafford

*The Juke is a crossover, isn't it? You're right: it is confusing – MB*

### FROM SPARE TO WHERE?

I was disappointed to read that two of my favourite car brands, BMW and Mini, have dropped out of the top 10 sales charts, according to the latest figures produced by the Society of Motor Manufacturers and Traders (SMMT). Could this, I wonder, have anything to do with neither being available with a spare wheel?

Further, it was recently suggested in Autocar that BMW might phase out manual gearboxes. BMW obviously likes to set its sales people a challenge.

**John Taylor**

Midlothian

AUTOCAR

What you're saying on autocar.co.uk

### Twin-motor Tesla Model S P85D tested

I'm struggling to find many reasons why anyone would buy a Porsche Panamera over a Tesla.  
xxxxx

If the Porsche is low on fuel, you can go to any filling station and fill up in minutes. Beyond that, not much.

**Frightmare Bob**

Bless the Americans for not knowing that in Europe 'D' stands for diesel. But what a car



for a measly £80,000.  
**NeufNeuf**

I live in the Arctic, 1500km from a major city. At -40deg C I don't think the Tesla would do well.  
**madmac**

The Tesla is the Usain Bolt of exec saloons.  
**fadyady**

P85D sounds like a form you fill in for HMRC. I do love this car, though.  
**superstevie**



Sydney would have a Jaguar XFR over an M4, RS5 or RC F



# NEXT WEEK

Inside the magazine – on sale 18 March

## FIRST DRIVE



**Porsche Cayman GT4** Matt Prior assesses the track-focused, 380bhp 'junior 911 GT3'



## ROAD TEST

**Land Rover Disco Sport**  
This week it met its rivals; next week it faces our road testers



## MOTORSPORT

**The 1000mph challenge**  
The demands facing Andy Green and the Bloodhound SSC gang

## BUYING USED



**Stand-out value for £5k** Five bargain used cars that won't stay this cheap for long

CONTENTS SUBJECT TO CHANGE



Volvo XC90: it's just an estate on stilts, insists Roderick

## SEAL IS A RAW DEAL

Regarding John McLeod's concerns about the lack of spare wheel in his A-Class (Your Views, 18 February), I too am dismayed at the deletion of a spare in favour of repair kits.

I've just ordered an Audi Q5, which, according to the dealer, is no longer available with a spare. Audi has seen fit to delete from the available equipment the clever Vredestein collapsible spare tyre previously supplied as standard.

Were I planning a trans-continental drive – not impossible with friends in southern Germany – I'm sure I would be less than happy with a repair kit, and I certainly would not be happy having to rely on a main dealer to source and fit a tyre if the worst should happen.

Punctures do still happen, and the prospect of an out-of-warranty, winter's night occurrence isn't to be relished. Perhaps manufacturers need

to reappraise their decisions to delete spare wheels from their equipment lists.

**Alan Brown**

*Fife*

*It's a topic that car makers acknowledge is a particular deal-breaker for British car buyers. Perhaps it's because we have to fix our tyres in the wet and cold – MB*

## THE MATRIX REVOLUTIONS

Upon hearing a radio advert entitled 'Know your motorway', I couldn't help thinking there were other subjects deserving of attention other than the use of lanes displaying a red 'X'.

Firstly, if the lane wasn't closed 10 miles before the 'incident', people wouldn't be so reluctant to obey the instruction. I think the people operating the matrix signs are like a child with a new toy with lots of buttons to press.

Of all the education issues regarding the use of motorways, lane discipline is the one in need of urgent attention. A gentle reminder via the matrix signs would be much more useful.

**Colin Simpson**

*via email*

*We've seen a lot of false warnings on matrix signs lately – mythical lane closures and the like. It engenders a 'cry wolf' attitude – MB*

## OIL SLICK

The content of the 28 January issue was 90% diesel cars, which, unless you are a truck or tractor driver, are losing ground to petrol cars, which are cleaner, lighter, quieter, faster, cheaper and more fun.

Please give some time for petrol. The way things are going, diesels will soon be dead – hopefully!

**John Wright**

*Langport, Somerset*

*Diesel cars still account for almost half of the UK's new car sales, so predicting its short-term downfall is a bit premature – MB*





# OUR CARS

A week in the life of Autocar's fleet



## Seat Leon Cupra 280

**FINAL REPORT** Our time with Seat's potent three-door hatchback is up. So what has life been like with this Spanish-made alternative to a Volkswagen Golf GTI?

**H**anding me the key to a hot hatch for six months is akin to entering a thoroughbred racehorse in a donkey derby.

I live in Basingstoke. My journey to work involves a tedious stretch of the M3 motorway – not typically the ideal stomping ground for cars such as the Seat Leon Cupra 280.

At the start of my time with the car, opportunities to really exploit the full potential of this, one of the most powerful production models Seat has

made, seemed few and far between. Instead of slicing deftly from apex to apex on deserted country roads, I spend most of my days staring at the rear brake lights of Mondeo's and Insignias.

But my worries that the performance DNA of the 276bhp Leon Cupra might make it difficult to live with on a daily basis proved unfounded. Over 15,000 miles, I've found that if I dial the driver mode back to docile Comfort, the Seat is, in fact, well suited to the cut and thrust of busy motorway driving.

At its heart is the wonderfully elastic quality of the turbocharged 2.0-litre engine. Once you're familiar with the prodigious low-end pull that's available in fifth and sixth gears, there's rarely a need to drop down through the cogs to maintain momentum. Road tester Nic Cackett even found the Seat so suitable for long distances that he took it on a 2000-mile slog to Slovakia and back.

So the Leon Cupra has a decent spread of ability. In fact, now that I've lived with it, I wonder if the step-change

when you switch from Comfort to full-blooded Cupra mode is demonic enough. The ambient lighting changes from white to red and a bit more noise gets piped into the cabin, but more significantly the suspension, throttle, diff and steering settings get more aggressive.

As Autocar's road testers confirmed when they got their hands on it, while the Leon Cupra possesses rocketship pace that's on a par with most self-respecting front-drive hatches, it doesn't have quite the same level of

LOVE IT



**BREADTH OF ABILITY**  
Not so much of a handful that it can't handle motorway cruising or around-town pottering.



**FRUGALITY**  
Hot hatches can be hard on the wallet, but the Leon's average economy is pretty impressive.



**STEALTHY STYLING**  
It's subtly sporting rather than boy-racer extreme. The flying-under-the-radar looks are appealing.

LOATHE IT



**PROMINENT ALLOYS**  
I loathe myself for this more than the Leon, but according to fellow owners, I'm not alone in kerbing the alloys.



**SLUGGISH INFOTAINMENT**  
Touchscreen takes ages to wake at start-up, then is very sensitive, making it hard to prod the right menu.



**JAGUAR**  
**F-TYPE**


Nic Cackett

**KIA**  
**SOUL EV**


Hilton Holloway

**MAZDA**  
**3**


Luc Lacey

**MINI**  
**COOPER**


Mark Tisshaw

**PEUGEOT**  
**RCZ R**


Steve Cropley

**RANGE ROVER**  
**SPORT**


Steve Cropley

**RENAULT**  
**TWINGO**


Matthew Burrow

**SEAT**  
**LEON**


Matt Burt

**TOYOTA**  
**GT86**


Matt Prior

**VOLVO**  
**V60**


Hilton Holloway



The Leon Cupra is certainly quick, but its handling lacks the outright engagement of some of its front-drive hot hatch rivals



The Leon obligingly turned its hand to restrained commuting for much of the time



A 2000-mile trip to Slovakia was a breeze



Subdued looks hide a potent 276bhp engine

## TEST DATA

### SEAT LEON SC CUPRA 280 2.0 TSI

#### TEST STARTED 16.7.14

Mileage at start 2624

Mileage at end 15,972

#### PRICES

List price then £26,945

List price now £27,210

As tested £29,590

Dealer value now £15,439

Private value now £13,879

Trade value now £13,000

#### OPTIONS

Leather pack (£755), winter pack (£350), Seat Sound System (£250), adaptive cruise control (£500), spacesaver spare wheel (£95)

#### CONSUMPTION AND RANGE

Claimed economy 42.8mpg

Fuel tank 50 litres

Test average 32.9mpg

Test best 38.3mpg

Test worst 26.4mpg

Real-world range 362 miles

#### TECH HIGHLIGHTS

0-62mph 5.8sec

Top speed 155mph

Engine 4 cyls in line, 1984cc, turbo, petrol

Max power 276bhp at 5350-6600rpm

Max torque 258lb ft 1750-5300rpm

Transmission 6-spd manual

Boot 380 litres

Wheels 9Jx19in

Tyres 235/35 R19

Weight 1395kg

#### SERVICE AND RUNNING COSTS

Contract hire rate £315

CO<sub>2</sub> 149g/km

Service costs None

Other costs None

Fuel costs £2046

Running costs inc fuel £2046

Cost per mile £0.15

Depreciation £14,151

Cost per mile inc dep'n £1.21

Faults None

#### PREVIOUS REPORTS

6 Aug 2014, 20 Aug, 17 Sept, 8 Oct, 29 Oct, 12 Nov, 3 Dec, 14 Jan 2015, 18 Feb

driver engagement as the Ford Focus ST, lacking that car's feelsome steering and dash of handling playfulness.

The looks are fairly restrained. Some may question whether it looks dynamic enough, but I prefer its understated appearance to any unnecessary wings that might look a bit aftermarket.

The main reason that the car turned heads was for the unusual colour, which had people asking whether it was supposed to be off-white, blue or grey. My mother's assessment was that it's akin to a stained white sheet that has been put into the wash with a blue sock, which would be a brilliant name for a colour on any online car configurator.

A price tag of just under £27k gets a very fast and well-equipped car, although our outlay was swelled by £2600 because a colleague got rather excited by Seat's options list.

Of those fitted to our Leon, the £755 leather pack supplies two-tone seats that are supportive and comfy, and the £350 winter pack adds heat to

## The Leon Cupra's rocketship pace is on a par with most front-drive hot hatches

those seats and also to the windscreen washers, while the Seat Sound System boosts the audio capabilities for £250.

Adaptive cruise control proved useful at times, but it costs £500 and, if I'm honest, it didn't do anything I couldn't achieve with a steady right foot.

I didn't need to press the £95 spacesaver spare wheel into action, but I was glad it was there, as opposed to taking a gamble on a can of foam. If I were specifying the car myself, I'd keep the price below £28k by ditching all but the leather and the spacesaver.

Before I critique my colleague's car-specing abilities too harshly, choosing the slick-shifting six-speed manual gearbox over the optional, £1320 six-speed dual-clutch automatic was shrewd and, to my mind, a worthy sacrifice of 0.1sec of 0-62mph acceleration.

Using our car as a daily driver, plus Cackett's continental cruise, meant we piled on the miles, and that, in turn, contributed to fairly high depreciation, as the figures in the data panel attest.

Our Leon Cupra ownership was just about problem-free; we didn't even come close to booking the first service, which happens at 18,000 miles.

The one issue I would have raised if we'd reached a service was a curious vibration from the top of the dashboard when I engaged Cupra mode and gave the throttle plenty of beans. It was an occasional irritant, though, rather than a deal-breaker.

Would I seek to change anything? The dainty 'teardrop' door mirrors didn't offer the best rearward visibility during the cut and thrust of the motorway, but then again this isn't a car that claims

to provide the last word in practicality.

It was disappointing that the 'Cupra' button is situated on the passenger's side of the centre console, rather than close to the driver where it should be. That's evidence, perhaps, of the car's left-hand drive origins.

I'm not sure I came close to exploiting the Leon Cupra's full reserves during my ownership, and a plan to give the car a fitting send-off in a Run What Ya Brung drag race at Santa Pod was sadly curtailed by poor weather.

But faced with 90 miles of motorway every day, I'd rather own a comfortable, capable car that can occasionally be put to more exciting use than one that's too extreme for everyday driving, and in that respect the Leon Cupra proved to be a very fine thing indeed.

**matt.burt@haymarket.com**



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Quite possibly  
Sutcliffe's favourite  
long-term car



Tyre pressures must be kept at 2.4 bar

a couple of degrees and up she fires. This means you can avoid that awkward quarter-second delay that ruins a fast getaway.

Second, and more relevant for everyday driving, if you disengage the traction control system manually, you can switch the power steering to Sport mode while keeping the dampers in Comfort. Admittedly, this means that at this time of year, when the roads seem universally greasy, the rear tyres are likely to light up at the merest hint of throttle. However, it does allow you to drive using the sweetest steering setting with the dampers at their most comfortable – even if you do then require the car control of Kimi Räikkönen to keep the D3 on the straight and narrow.

In all other respects, the D3 continues to be the perfect car for me, and that's why I am about to enter a deep and possibly permanent state of depression. I have been told that the car will very soon be whisked away whence it came. I think it could well be my all-time favourite long-term car, and over the years there have been quite a few good ones. For the time being, though, it's thank you and goodnight.

steve.sutcliffe@autocar.co.uk

#### Alpina D3 Biturbo

Price £46,950 Price as tested £54,440

Economy 43.6mpg Faults None

Expenses None Last seen 11.2.15

# Alpina D3 Biturbo

Mileage | 7560 Our Alpina is sensitive to pressure but has a few tricks up its sleeve, too

**F**orgive me for sounding like a broken record here but, yet again, I've realised just how sensitive the D3 is to different tyre pressures.

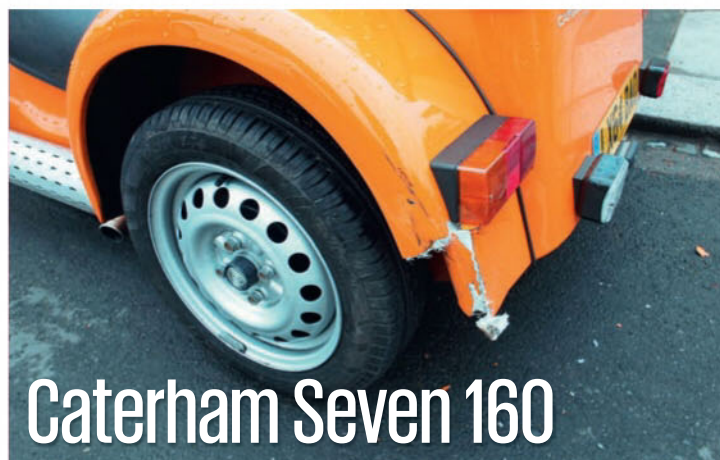
At 2.4 bar, it rides and handles like an absolute peach of a car. However, even so much as 0.1 bar either side of this and, relatively speaking, it feels as if the tyres have been filled with a mix of cotton wool and concrete.

Conclusion: if you have a D3 or D4, or are merely contemplating the purchase of one, make absolutely certain you set the pressures to the magic 2.4 bar.

I've discovered two other quite natty tricks about the car of late, thanks to D3-owning reader Julian Fack. First, if you are sitting at a junction with the engine stop-start in stop mode and you want it to start quickly without pressing the button, just turn the steering wheel



Steering in Sport mode, dampers in Comfort: Sutcliffe has his cake and eats it



# Caterham Seven 160

Mileage 3810

Am I being hopelessly nostalgic, or was there once a time when you could park a car for a couple of hours and not have someone take a chunk out of it? For the second time, the Caterham has been attacked – this time a rear three-quarter deflection using weapons

unknown. I suspect the driver who neatly removed a 3in by 1in section of nearside rear mudguard never realised his or her crime. Perhaps it was a case of over-reliance on parking sensors.

Keeping a Caterham or a classic out in the street isn't particularly sensible, but when you don't have a garage, or

even off-street parking, what do you do? Experience has taught me that if you keep a car in a lock-up, even if it's just around the corner, you tend not to use it very often.

The other repair required is to one of the hood's windows, which has torn away from the fabric. I've never seen that happen before. It was bitterly cold and perhaps fiddling with it in sub-zero temperatures caused it to split.

By the time you read this, I will have been to Geneva and back in the Seven. Matt Prior has been let off the hook by Porsche offering me a hotel room, so he doesn't have to have a snoring Goodwin on his floor. However, things have turned to custard in another area.

A poorly designed piste, and the wrong sort of snow, have caused our young hero to snap his anterior cruciate ligament. I did the left one a few years ago, and to ensure that my tracking isn't out, I've now snapped the right-hand one. It's not too painful and the NHS is on the case, but getting in and out of a Caterham is a bit tricky. Head in

first, bum onto transmission tunnel, gammy leg in followed by good one and then arse onto seat.

After a whole day in the saddle en route to Switzerland, I might have to call Prior to lift me out at the other end. Still, it will have been worth it.

colin.goodwin@autocar.co.uk

#### Caterham Seven 160

Price £14,995 Price as tested £17,795

Economy 50.1mpg Faults Play in

steering column, split window

Expenses 3000-mile service £325, cycle wing repair £228 Last seen 28.1.15



Window tore in sub-zero temperatures



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# Kia Soul EV

**Mileage | 980** Winter is having only a limited effect on the range of our electric Kia, which is earning its keep in town

**W**hen you sit down to assess an electric car, it is amazing how many of the traditional automotive engineering concerns simply do not exist.

Take engine refinement, the amount of turbo lag, the shape of the torque curve, the smoothness of an auto 'box and its ability to be in the right gear at the right time. None of these issues concerns the driver of a car that has its wheels powered by an electric motor.

Which is why there's not a great deal to say about the Kia's powertrain. The electric motor delivers 109bhp and 210lb ft of torque from zero revs and drives through a single-speed reduction gear, which is a much more accurate description than 'gearbox'.

Yes, it is uncannily quiet, and is claimed to be especially so by Kia, because the motor's construction is said to greatly reduce the distant whine that was suffered by some earlier electric drivetrains.

It's supposed to be the case that the motor delivers the full 210lb ft of torque from the moment the car starts to roll. I'm not sure there isn't some kind of torque restriction for a second or two, because the Soul EV can experience



This is an enjoyable car to drive in town because its peak torque is always available



Promised range has been delivered so far



Electric motor gives 109bhp and 210lb ft

very momentary wheel scrabble when accelerating hard from a standstill, especially during the recent chilly mornings when the tyres are still cold.

I'm not deliberately flooring the Soul at every opportunity – as pleasurable as that can be – but central London's cut and thrust, especially at traffic lights ahead of a narrowing carriageways, sometimes demands it.

This is one of the biggest arguments in favour of the electric city car: its sheer ability in city traffic. The 0-30mph sprint leaves other cars dithering to find second gear or for the turbocharger torque wave to kick in. Meanwhile, the slim-hipped Soul has left the scene without leaving a cloud of accelerative pollutants in its wake.

Pollution is an increasingly important issue and works in the Soul EV's favour as a city car. The air quality problems caused in cities by particulate and

nitrogen oxide pollution from diesel vehicles is relentlessly rising up the political agenda.

A recent US university study suggested that pollution levels at traffic lights and junctions could be up to 29 times higher than on a flowing section of road. As a result, all traffic calming methods, from speed bumps to shorter green phases on traffic lights, have made air pollution even worse.

When the majority of vehicles on city and suburban roads are diesel-powered, any form of stop-start traffic management is a short cut to dramatically poorer local air quality. Electric commercial vehicles, which would be a great help, are probably a long way off, though. Range and cost are the issues, as they are with any electric car.

The Kia could hardly be described as inexpensive and its range is certainly

limited. In the cold weather of January, charging up the car at the Autocar office offered an indicated range of about 83 miles, down from the 93 miles in the warmer weather of late 2014.

Impressively, the Soul's range promise has remained intact, even when it spent a couple of uncharged days at the side of the road, being blasted by a sub-zero wind cold enough to form an icy frost on the car's nose.

My previous experience of EVs usually involved the indicated range plunging after a cold night at the roadside. It makes the Soul EV a much more practical winter proposition. [hilton.holloway@haymarket.com](mailto:hilton.holloway@haymarket.com)



Cold weather has cut its range slightly

## Kia Soul EV

**Price** £24,995 (after gov't grant) **Price as tested** £24,995 **Economy** 81 miles per charge **Faults** None **Expenses** None **Last seen** 18.2.15



# DEALS

Bargain new  
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## How to clean up in the city

With cities clamping down on pollution, a hybrid might soon be a necessity, says **James Ruppert**

**W**ell, 2020 looks like it is going to be year zero for our cars in major cities. All eyes have been on Paris just recently, but Germany has been all over this issue for many years. Drivers in Germany have a special environmental sticker (Umweltplakette) on their car to enter the green zone of many German cities and towns. Even quite small ones.

Back in Paris, mayor Anne Hidalgo wants to make the city diesel-free by 2020. The first step will be to ban the most polluting diesel delivery trucks and buses by July this year. In London, mayor Boris Johnson is saying pretty much the same thing, with a 2020 target in mind. So what should we be buying to futureproof what's in our drive?

Obviously, it would have to be used and, ideally, not remotely diesel, until we know a bit more about the proposals. My hunch would be that they, the authorities, might still target big-engined petrols. So in the very short term, the future would seem to belong to smaller hybrids.

The really obvious choice would be a Toyota Prius. Although the very old ones and imports are a concern, there don't yet seem to be any really big problems, only some minor electrical issues. So brace yourself to pay £2500 and you'll find examples from 2005 that have covered some thumping six-figure mileages, something I always find very reassuring. It is probably better to spend a solid £4200 on a 2006



Cared-for 2006 Prius T Spirit is £4200

Prius in T Spirit spec with a full set of Toyota ramps and stamps.

Then again, Toyota isn't the only company that can offer £10 road tax. I rather like the Honda Insight. The lovely spaceship-shaped original is now a collector's item and rightly has a hardcore fan club, but I think the vanilla-flavoured, utterly inoffensive modern Insight is the one we should consider. The 1.3 SE from 2009-2010 is £5500 to

**I'll be dodging congestion charges and welcomed into environmental zones behind the wheel of a Lexus saloon**





**P72** James Rupert  
Used car expert



**P74** Mark Pearson  
Deals expert



**P76** Nic Cackett  
Data expert

GS450h hybrid is a tempting choice at just over £5000

## BANGERNOMICS BEST BUYS



### READER'S CAR: MAZDA MX-5

Andrew Sloan, owner of this Mk2 MX-5 1.8, says "B-road fun doesn't come cheaper than this little toy". Andrew paid £1475 for his MX-5, and that included a hard-top. The car was in good shape, too, with only 59,000 miles, a full service history and a recent timing belt change. Andrew says it "drove as you'd expect; the gearchange was like a rifle bolt and the 1800cc twin-cam pulled like a train". Andrew, it turns out, was a winner all round, because he sold the MX-5 after a "year and a half of fun" for £1600.

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### WHAT CAUGHT MY EYE THIS WEEK: CAR SUPERMARKETS

Car supermarkets are just about everywhere in the country. Lots of cars in one place: good. Many can be quite tired and unprepared: bad. Like the food ones, choose your supermarket carefully.



### USED CAR DILEMMA: CITROEN C3 PLURIEL

The Pluriel has a roof that seems interesting in theory, but in practice it's a joke. Citroën probably thought the Pluriel was a clever update of the 2CV, but it was very ordinaire to drive. Closest thing to a clown car sold in the past decade.

CHEAP  
CONVERTIBLE

COMEDY  
ROOF



£6000. However, we shouldn't overlook the Civic Hybrid, which, being a Civic, will be invisible and reliable, will return 60mpg and, best of all, won't cost much to buy. Just over £2000 will get a very decent 2005 car in Executive trim. Even the revamped one is good value and a 2007 1.4 ES is about £4500.

My kind of hybrid, though, is big and wacky. The 2006 Lexus GS450h 3.5 SE is now hoving into view at just over £5000 from private sellers or closer to £6000 at a dealer. For a higher ride, there is the RX400h for similar money, but a lot seem to be quite tired now. No, I'll be dodging congestion charges and welcomed into environmental zones behind the wheel of a Lexus saloon. Oh, and it will be even cheaper in 2020.



# Super-steering cars for less than £2000

If it's rapid-response, wheel-twirling fun for rock-bottom prices you're after, steer yourself towards one of these, says **Mark Pearson**

## 1 Honda Accord Type R (1999-2002)

The Type R's steering was more than a match for its magnificent 209bhp VTEC engine. This family four-door was a driver's car par excellence thanks to its well-weighted, accurate and responsive set-up. For more of the same, try its skinnier-tyred, even better-steering sibling, the pricier Integra Type R.

Finding a good Accord Type R is tricky. Watch out for gearbox issues and check for cambelt changes. Unmodified examples are the most highly sought, as is anything with a full service history. The Type R Owners' Forum has an X-reg car for sale with 67,000 miles for a "negotiable" £2395.



2



## Honda Prelude 4WS (1988-2001)

An oft-overlooked gem, the four-wheel-steer Prelude had rear wheels that turned in the opposite direction to the fronts at low speeds and in the same direction at higher speeds. The result was immediate response, as it cut out the delay between the front wheels turning and the rears catching up. It also endowed the low-slung Prelude

with the ability to out-slalom many more exotic sports cars.

The 1992 model acquired a potent 2.2-litre VTEC engine that made it not only agile but also quick on the straights.

Honda's legendary build quality means many are still around. We found a dealer selling a black 1999 S-reg car with rare Motegi body kit for just £1750.

## Alfa Romeo GTV (1996-2006)

With engaging handling and super-quick (2.2 turns lock to lock) steering, the stylish GTV matched passion with real ability. Admittedly, this rapid rack also gave the GTV an unfeasibly large turning circle, but with a choice of a vivacious 2.0-litre Twin Spark engine or a rorty 3.0-litre V6, it was impossible not to be stirred by this car.

Prices start low, but avoid examples without a service history. An old Alfa Romeo is not a car to be considered lightly, and rust is a familiar problem, as are electrical glitches.

We found a number of examples for sale, including a one-owner Twin Spark, with just 59,000 miles and a full service history, for a tempting £2000.

3







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6



### Citroën XM (1989-2000)

This quirky Citroën's hydropneumatic suspension endowed it with a deft ride and well-balanced handling, but it was the quick steering that made this large executive hatchback an unexpectedly agile joy to drive. The only complaint about the otherwise positive and direct set-up was that the rack wasn't quite as sharp as the ones found on earlier SM and CX models. UK-spec cars also had to do without the swish Varipower

system and its unusual automatic self-centring function.

Alternatively, you could try the XM's sibling, the Xantia Activa, which took the clever suspension idea one step farther and eliminated roll and pitch.

There are several XMs advertised at around the £2000 mark, but shop with care, because old Citroëns are complex beasts and can be unreliable. Expect repair bills to be large, too.

4



### Peugeot 106 GTi (1996-2000)

Low inertia and quick steering were the key to this 106's manoeuvrability. At the time, there wasn't a hot hatch that could jink like this little tearaway. Consider the lightweight and lower-powered 106 Rallye version, too, but choose one with power-assisted steering, as the unassisted set-up could be hard work.

The only trouble with the 106 GTi is that few survive. Try to find an original car with as much history as possible.

5



### Mazda MX-5 Mk1 (1989-1997)

You can't compile a list of cheap super-steering cars and not include the Mk1 MX-5. There's a joy in steering this drop-top down a twisty road that more than makes up for any shortage of speed. The light, wieldy helm is alive and responsive, but choose one with power steering, as its quicker rack is more desirable.

Engines are reliable and there are plenty of cars to choose from. But hurry; prices can only rise as numbers dwindle.



# NEW CARS A-Z

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## Autocar's star ratings explained

- ☆☆☆☆☆ **0-20%** Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆☆ **20-35%** Appalling. Massively significant failings.
- ☆☆☆☆☆ **35-50%** Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆☆ **50-60%** Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆☆ **60-65%** Off the pace. Below average in nearly all areas.
- ☆☆☆☆☆ **65-70%** Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆☆ **70-75%** Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆☆ **75-80%** Good. Competitive in key areas.
- ☆☆☆☆☆ **80-85%** Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆☆ **85-92%** Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆☆ **>93%** Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 91**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b> Good value hot hatch. In Esseesse trim it's great fun to drive				
1.4 T-Jet	£14205	133	155	26
<b>500 CONVERTIBLE 2dr open</b> Open-top hot hatch; has a softer ride than the tin-top car				
1.4 16v Turbo T-Jet	£16005	133	155	27
<b>PUNTO 5dr hatch</b> Scorpion-badged Punto is fun, but not the most focused hot hatch				
1.4 Turbo M'Air	£16857	161	142	30
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB TwinAir 105 Distinctive	£16070	103	98	13
0.9 TB TwinAir 105 Sprint	£14870	103	99	13
0.9 TB TwinAir 105 OV Line	£16820	103	98	13
1.4 140 M'air TCT Distinctive	£17620	138	124	19
1.4 140 M'air TCT OV Line	£18370	138	124	20
1.4 170 M'Air O'Verde	£20210	168	139	26
1.3 JTDm-2 85 Sprint	£15415	94	90	11
1.3 JTDm-2 85 Distinctive	£16655	94	90	11
1.6 JTDm-2 120 O'Verde S-S	£17820	118	114	19
1.6 JTDm-2 120 OV Line	£18570	118	114	20
<b>GIULIETTA 5dr hatch</b> Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25630	148	110	20
2.0 JTDm 175 Sportiva Nav TCT	£27380	148	110	20
1.4 TB 120 Progression	£18240	118	149	16
1.4 TB 120 Distinctive	£19490	118	149	16
1.4 TB Multiair 170 Distinctive	£20990	168	134	23
1.4 TB Multiair 170 Excl.	£22740	168	134	23
1.4 TB Multiair 170 Ex'ive TCT	£24035	168	121	23
1.4 TB Multiair 170 Sportiva N	£24490	168	134	23
1.4 TB Mult'ir 170 Spva Nav TCT	£25785	168	121	23
1.6 JTDm 105 Progression	£19170	103	114	16
1.6 JTDm 105 Distinctive	£20420	103	114	16
1.6 JTDm 105 Excl.	£22170	103	114	16
2.0 JTDm 150 Distinctive	£21720	148	110	20
2.0 JTDm 150 Excl.	£23470	148	110	20
2.0 JTDm 150 Sportiva Nav	£25220	148	110	20
<b>4C 2dr coupé</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	£45000	237	-	50
<b>ALPINA</b>				
<b>B3 2dr coupé</b> Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51350	394	224	-
<b>B3 4dr saloon</b> Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50350	394	224	-
<b>B3 CONVERTIBLE 2dr open</b> Rapid, usable, cheaper alternative to an M3.				
3.0 S Biturbo	£56450	394	225	-
<b>B3 TOURING 5dr estate</b> Rapid, usable and cheaper alternative to an M3.				
3.0 S Biturbo	£51350	394	225	-
<b>B5 4dr saloon</b> Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	500	252	-
<b>B5 TOURING 5dr estate</b> Huge pace, but let down by uninvolved dynamics				
85 Biturbo	£71950	500	255	-
<b>B7 4dr saloon</b> Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£95850	500	282	-
4.4 V8 Switch-tronic LWB	£98850	500	282	-
<b>D3 4dr saloon</b> Precise dynamics with added Alpina kudos and a great engine				
3.0D Biturbo	£46950	345	139	50
<b>D5 4dr saloon</b> Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£55950	340	155	-
<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	£54950	345	-	49
<b>ARIEL</b>				
<b>ATOM 0dr open</b> Superbike fast track mentalism. As exhilarating as cars get				
245	£29321	245	-	-
300	£34319	300	-	-
<b>V8</b>				
<b>£150000</b>				
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming				
5.9 V12 S	£149995	550	355	-
<b>VANTAGE 2dr coupé</b> Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8 N420	£96995	420	328	-
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	420	299	-
5.9 V12	£135000	510	388	-
5.9 V12 S	£138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b> Drop-top suits the Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
4.7 V8 S	£110700	420	299	-
5.9 V12	£150000	510	388	-
<b>DB9 VOLANTE 2dr open</b> Facelift a big improvement dynamically				
5.9 V12	£141995	470	333	-
<b>DB9 2dr coupé</b> Enchanting looks, but ride is choppy. Manual the best				
5.9 V12	£131995	470	333	-
<b>VANQUISH 2dr coupé</b> A British supercar for British roads. Looks the business, too				
5.9 V12	£189995	565	335	-
<b>AUDI</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined				
1.2 TFSI 86 S line Style Edit	£18450	84	118	12
1.4 TFSI 122 S line Style Edit	£18860	121	124	18
1.6 TDI 105 S line Style Edit	£19510	103	99	16
1.2 TFSI 86 SE	£14115	84	118	9
1.2 TFSI 86 Sport	£15955	84	118	9
1.2 TFSI 86 S line	£17500	84	118	9
<b>1.4 TFSI 122 Sport</b>				
£16365	121	124	15	
1.4 TFSI 122 Sport auto	£17815	121	119	15
1.4 TFSI 122 S line	£17910	121	124	16
1.4 TFSI 122 S line auto	£19360	121	122	16
1.4 TFSI 140 Sport ACT	£17215	138	109	21
1.4 TFSI 140 S line ACT	£18760	138	109	21
1.4 TFSI 140 Black Edition ACT	£20010	138	109	22
1.4 TFSI 185 S line auto	£21420	182	139	28
1.4 TFSI 185 Black Edition aut	£22670	121	139	28
2.0 TFSI 231 S	£25380	228	162	33
1.6 TDI 105 SE	£15175	103	99	14
1.6 TDI 105 Sport	£17015	103	99	14
1.6 TDI 105 S line	£18560	103	99	15
2.0 TDI 143 Sport	£18640	141	108	21
2.0 TDI 143 S line	£20185	141	108	21
2.0 TDI 143 Black Edition	£21435	141	108	21
<b>A1 5dr sportback</b> Rear doors add convenience to an attractive package				
1.2 TFSI 86 S line Style Edit	£19070	84	118	12
1.4 TFSI 122 S line Style Edit	£19480	121	126	18
1.4 TFSI 140 Black Edition ACT	£20630	138	113	22
1.4 TFSI 140 S line ACT	£19380	138	113	21
1.4 TFSI 140 Sport ACT	£17835	138	109	21
1.4 TFSI 185 Black Edition	£23290	182	139	29
1.6 TDI 105 S line Style Edit	£20130	103	99	16
2.0 TDI 143 Black Edition	£22055	141	108	22
1.2 TFSI 86 SE	£14735	84	118	9
1.2 TFSI 86 Sport	£16575	84	118	9
1.2 TFSI 86 S line	£18120	84	118	9
1.4 TFSI 122 Sport	£16985	121	126	15
1.4 TFSI 122 S line	£18530	121	126	16
1.4 TFSI 185 S line	£22040	182	139	28
2.0 TFSI 231 S	£26110	228	166	33
1.6 TDI 105 SE	£15795	103	99	14
1.6 TDI 105 Sport	£17635	103	99	14
1.6 TDI 105 S line	£19180	103	99	15
2.0 TDI 143 Sport	£19260	141	108	21
2.0 TDI 143 S line	£20805	141	108	21
<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	£18575	108	114	14
2.0 TDI 184 quattro S line	£29905	148	124	26
2.0 TDI 184 quattro Sport	£27755	148	124	26
2.0 TDI 184 S line	£26995	148	108	28
2.0 TDI 184 Sport	£24845	148	108	27
2.0 TFSI 300 quattro S3	£30940	296	162	34
1.2 TFSI 110 Sport	£19975	108	114	14
1.2 TFSI 110 S line	£22125	108	114	15
1.4 TFSI 125 SE	£19875	123	117	16
1.4 TFSI 125 Sport	£21275	123	117	16
1.4 TFSI 125 S line	£23425	123	117	16
1.4 TFSI 150 SE ACT	£20725	148	109	21
1.4 TFSI 150 Sport ACT	£22125	148	109	21
1.4 TFSI 150 S line ACT	£24275	148	109	21
1.8 TFSI 180 Sport	£23905	178	135	23
1.8 TFSI 180 quattro Sport	£26830	178	149	25
1.8 TFSI 180 S line	£26055	178	135	24
1.8 TFSI 180 quattro S line	£28980	178	149	25
1.6 TDI 110 SE	£20825	108	99	15
1.6 TDI 110 Sport	£22225	108	99	15
1.6 TDI 110 S line	£24375	108	99	16
2.0 TDI 150 SE	£22175	148	106	21
2.0 TDI 150 Sport	£23575	148	106	21
2.0 TDI 150 S line	£25725	148	106	21
<b>A3 4dr saloon</b> All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	£23295	148	109	21
1.6 TDI 110 S line	£25545	108	99	16
1.8 TFSI 180 quattro S line	£25650	178	149	25
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	23
2.0 300 quattro S3	£33540	296	162	36
2.0 TDI 150 Sport	£24745	148	105	21
1.4 TFSI 150 ACT S line	£25445	148	109	21
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23395	108	99	15
2.0 TDI 150 S line	£26895	148	105	21
<b>A3 5dr sportback</b> Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	£24045	123	117	16
1.4 TFSI 125 Sport	£21895	123	117	16
1.8 TFSI 180 quattro S line	£29600	178	149	25
1.8 TFSI 180 S line	£26675	178	135	24
1.8 TFSI 180 Sport	£24525	178	135	23
2.0 TDI 150 S line	£26345	148	106	21
2.0 TDI 150 SE	£22795	148	106	21
2.0 TDI 150 Sport	£24195	148	106	21
2.0 TDI 184 quattro S line	£30525	175	124	26
2.0 TFSI 300 quattro S3	£35060	296	162	36
1.2 TFSI 110 SE	£19195	108	114	14
1.2 TFSI 110 Sport	£20595	108	114	14
1.2 TFSI 110 S line	£22745	108	114	15
1.4 TFSI 125 SE	£20495	123	117	16
1.4 TFSI 150 SE ACT	£21345	148	109	21
1.4 TFSI 150 Sport ACT	£22745	148	109	21
1.4 TFSI 150 S line ACT	£24895	148	109	21
1.8 TFSI 180 quattro Sport	£27450	178	149	25
1.6 TDI 110 SE	£21445	108	99	16
1.6 TDI 110 Sport	£22845	108	99	15
1.6 TDI 110 S line	£24995	108	99	17
2.0 TDI 184 Sport	£25465	175	120	27
2.0 TDI 184 quattro Sport	£28375	175	124	26
2.0 TDI 184 S line	£27615	175	120	28
<b>A3 CABRIOLET 2dr open</b> A measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	£29635	148	114	23
1.4 TFSI 150 SE	£26085	148	114	22
1.4 TFSI 150 Sport	£27485	148	114	23
1.8 TFSI 180 S line Au	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30745	178	133	29
2.0 TDI 150 S line	£31085	148	110	25
2.0 TDI 150 SE	£27535	148	110	24
2.0 TDI 150 Sport	£28935	148	110	25
1.8 TFSI 180 Sport	£29265	178	149	29
1.8 TFSI 180 quattro Sport	£32225	178	149	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34375	178	154	32
1.6 TDI 110 SE	£26185	108	104	17
1.6 TDI 110 Sport	£27585	108	104	18
1.6 TDI 110 S line	£29735	108	104	20
<b>A4 4dr saloon</b> Highly competent and quality laden; leaves the dynamic finesse to its rivals				
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 SE	£29930	148	119	23
2.0 TDI 150 Sport	£28855	148	123	23
2.0 TDI 150 S line	£29855	148	119	25
2.0 TDI 150 SE Technik	£29855	148	120	25
2.0 TDI 177 SE Technik	£29320	175	127	27
2.0 TFSI 225 quattro Black Edit	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34200	222	153	33
2.0 TFSI 225 quattro SE	£31645	222	155	33
2.0 TFSI 225 quattro SE Technik	£32645	222	155	33
1.8 TFSI 170 SE	£24385	118	151	19
1.8 TFSI 170 SE Technik	£25385	118	151	19
2.0 TDI 177 SE	£26940	118	151	20
2.0 TDI 177 S line	£28015	118	151	20
2.0 TDI 204 S line	£26000	168	134	25
2.0 TDI 177 SE Technik	£27000	168	134	25
2.0 TFSI 225 quattro S line	£28555	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£40385	328	178	36
2.0 TDI 136 SE Technik	£28300	134	112	23
2.0 TDI 163 ultra SE	£28320	161	109	27
2.0 T				



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TDI 177 quattro S line	£35715	175	134	28
2.0 TDI 177 quattro Black Edn	£36790	175	134	29
3.0 TDI 204 S line	£37660	201	129	30
3.0 TDI 204 Black Edition	£38735	201	129	30
3.0 TDI 245 quattro S line	£41185	242	149	35
3.0 TDI 245 quattro Black Edn	£42260	242	149	35
<b>A5 CABRIOLET 2dr open</b>	Appealing. Lower-powered, steel-sprung trim's best	★★★★★		
1.8 TFSI 170 S line	£35570	168	143	29
1.8 TFSI 170 S line Special Ed	£36695	168	143	29
2.0 TDI 150 S line	£37395	148	124	27
2.0 TDI 150 S line Special Ed	£38520	148	124	27
2.0 TDI 150 SE	£34145	148	124	27
2.0 TDI 177 S line Special Ed	£38950	175	127	30
2.0 TFSI 225 quattro S line	£41745	222	159	37
2.0 TFSI 225 quattro S line Sp	£42870	222	159	37
2.0 TFSI 225 quattro SE	£38495	222	159	37
2.0 TFSI 225 S line	£38705	222	148	36
2.0 TFSI 225 S line Special Ed	£39830	222	148	36
2.0 TFSI 225 SE	£35455	222	148	35
3.0 TDI 204 S line Special Ed	£42680	201	138	34
3.0 TDI 245 quattro S line Spe	£46110	242	154	40
1.8 TFSI 170 SE	£32320	168	143	28
2.0 TFSI 335 S	£46770	328	184	42
4.2 V8 RS5	£69505	444	249	47
2.0 TDI 177 SE	£34575	175	127	29
2.0 TDI 177 S line	£37825	175	127	30
3.0 TDI 204 S line	£41555	201	138	33
3.0 TDI 245 quattro S line	£44985	242	154	39
<b>A6 4dr saloon</b>	The best sprung Audi saloon, and one of the most appealing full stop.	★★★★★		
3.0 BITDI 320 quattro Black Ed	£50750	316	164	44
3.0 BITDI 320 quattro S line	£48575	316	159	43
3.0 TDI 218 Black Edition	£42720	215	130	35
3.0 TDI 218 quattro Black Edn	£44480	215	138	40
3.0 TDI 218 quattro S line	£42305	215	133	39
3.0 TDI 218 quattro SE	£39855	215	133	39
3.0 TDI 272 quattro Black Edn	£46040	268	138	42
4.0 TFSI 450 S6	£56000	429	214	42
2.0 TDI 190 Ultra SE	£31955	187	113	32
2.0 TDI 190 Ultra S line	£34405	187	114	33
2.0 TDI 190 Ultra Black Edn	£36580	187	119	33
3.0 TDI 218 SE	£38095	215	122	34
3.0 TDI 218 S line	£40545	215	122	34
3.0 TDI 272 quattro SE	£41415	268	133	41
3.0 TDI 272 quattro S line	£43865	268	133	41
3.0 BITDI 320 quattro SE	£46125	316	164	43
<b>A6 AVANT 5dr estate</b>	A capable stress buster, BITDI a giant killer	★★★★★		
3.0 BITDI 320 quattro Black Ed	£52860	316	169	44
3.0 BITDI 320 quattro S line	£50575	316	164	43
3.0 TDI 218 Black Edition	£44720	215	130	35
3.0 TDI 218 quattro Black Edn	£46495	215	144	40
3.0 TDI 218 quattro S line	£44305	215	138	39
3.0 TDI 218 quattro SE	£41855	215	138	39
3.0 TDI 272 quattro Black Edn	£48055	268	144	42
4.0 TFSI 560 RS6	£77995	552	223	50
4.0 TFSI 560 S6	£58000	429	214	42
2.0 TDI 190 Ultra SE	£33955	187	118	32
2.0 TDI 190 Ultra S line	£36405	187	119	33
2.0 TDI 190 Ultra Black Edn	£38580	187	124	33
<b>3.0 TDI 218 SE</b>	<b>£40095</b>	<b>215</b>	<b>125</b>	<b>34</b>
3.0 TDI 218 S line	£42545	215	125	35
3.0 TDI 272 quattro SE	£43415	268	138	41
3.0 TDI 272 quattro S line	£45865	268	138	41
3.0 BITDI 320 quattro SE	£48125	316	164	43
<b>A6 ALLROAD 5dr estate</b>	Rugged 4x4. Even more pricey	★★★★★		
3.0 TDI 204 quattro	£43810	201	159	31
3.0 TDI 245 quattro	£45350	241	165	36
3.0 BITDI 313 quattro	£50115	308	176	41
<b>A7 SPORTBACK 5dr hatch</b>	A good mix of luxury, practicality and power	★★★★★		
3.0 BITDI 313 quattro Black Ed	£56800	309	166	42
3.0 BITDI 313 quattro S line	£54540	309	166	42
3.0 BITDI 313 quattro SE	£52660	309	166	42
3.0 TDI 204	£41175	201	135	33
3.0 TDI 204 quattro Black Edn	£50585	201	152	36
3.0 TDI 204 quattro S line	£48235	201	152	36
3.0 TDI 204 quattro SE	£46445	201	152	35
3.0 TDI 245 quattro Black Edn	£53155	242	156	41
3.0 TFSI 310 quattro Black Edn	£53260	296	190	41
3.0 TFSI 310 quattro S line	£49120	296	190	40
3.0 TFSI 420 S7	£62345	414	225	43
4.0 TFSI RS7	£83515	552	229	47
3.0 TDI 204 SE	£44765	201	135	33
3.0 TDI 204 S line	£46555	201	135	34
3.0 TDI 245 SE quattro	£49015	242	156	40
3.0 TDI 245 S line quattro	£50805	242	156	41
<b>A8 4dr saloon</b>	Stylish, comfortable and solid. A convincing exec saloon	★★★★★		
3.0 TDI 258 quattro SE Exec	£62185	247	155	46
2.0 TFSI 245 Hybrid	£64280	208	144	42
2.0 TFSI 245 Hybrid L	£68245	208	146	43
3.0 TFSI 310 quattro SE Exec	£64290	309	183	46
3.0 TFSI 310 quattro Sport Exec	£67890	308	183	46
4.0 TFSI 435 quattro SE Exec L	£76160	429	216	49
4.0 TFSI 435 quattro Sport Exec	£79760	429	216	49
4.0 TFSI 520 S8	£80690	513	225	49
6.3 W12 500 quattro L	£98100	493	264	50
3.0 TDI 258 quattro SE	£59580	254	155	46
3.0 TDI 258 quattro SE L	£63545	254	158	46
3.0 TDI 258 quattro SE Exec L	£66150	247	158	46
3.0 TDI 258 quattro Sport Exec	£65785	254	155	46
3.0 TDI 258 quattro Sport Ex L	£69750	254	158	47
4.2 TDI 385 quattro SE Exec	£72790	380	194	50
4.2 TDI 385 quattro SE Ex L	£76755	346	197	50
4.2 TDI 385 quattro Sport Exec	£76390	380	194	50
4.2 TDI 385 quattro Sport Ex L	£80355	380	197	50
<b>Q3 5dr 4x4</b>	Typically refined and competent, but feels more A3 than SUV	★★★★★		
1.4 TFSI 150 S line	£26625	138	137	20
1.4 TFSI 150 SE	£23875	138	137	20
2.0 TDI 140 quattro S II plus	£32145	138	149	19
2.0 TDI 140 quattro S line	£29795	138	149	18
2.0 TDI 140 quattro SE	£27045	138	149	18
2.0 TFSI 211 quattro S II plus	£33085	175	148	23
2.0 TDI 177 S line	£29305	168	144	24
2.0 TDI 177 SE	£26555	168	144	23
2.0 TFSI 170 quattro S II plus	£31840	168	174	24
2.0 TFSI 211 quattro S II plus	£34765	208	179	28
2.0 TFSI 170 quattro SE	£26740	168	174	20
2.0 TFSI 170 quattro S line	£29490	168	174	20
2.0 TFSI 211 quattro SE	£29665	208	179	25
2.0 TFSI 211 quattro S line	£32415	208	179	25
2.5 TFSI RS	£43015	306	206	37
2.0 TDI 140 SE	£25600	138	137	18
2.0 TDI 140 S line	£28350	138	137	18
<b>2.0 TDI 177 quattro SE</b>	<b>£27985</b>	<b>175</b>	<b>148</b>	<b>21</b>
2.0 TDI 177 quattro S line	£30735	175	148	21
<b>Q5 5dr 4x4</b>	Exceptionally good handling for an SUV, but very compromised ride	★★★★★		
2.0 TFSI 180 quattro S line PI	£36270	178	174	29
2.0 TFSI 180 quattro SE	£31370	178	174	28
2.0 TFSI 180 quattro S line	£33770	178	174	29
2.0 TFSI 225 quattro SE	£32720	222	174	29
2.0 TFSI 225 quattro S line	£35120	222	174	29
2.0 TFSI 225 q'tro S line Plus	£37620	222	174	30
2.0 TDI 150 quattro SE	£31635	148	154	21
2.0 TDI 150 quattro S line	£34035	148	154	21
2.0 TDI 150 quattro S line Plus	£36355	148	154	22
2.0 TDI 177 quattro SE	£32610	175	154	24
2.0 TDI 177 quattro S line	£35010	175	154	25
2.0 TDI 177 q'tro S line Plus	£37510	175	154	25
3.0 TDI 245 quattro SE	£38370	241	169	33
3.0 TDI 245 quattro S line	£40770	241	169	34
3.0 TDI 245 q'tro S line Plus	£43270	241	169	34
<b>3.0 BITDI 313 S05</b>	<b>£44715</b>	<b>309</b>	<b>179</b>	<b>41</b>
<b>Q7 5dr 4x4</b>	Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better	★★★★★		
3.0 TDI 204 S line Plus	£50055	201	189	37
3.0 TDI 245 S line Plus	£51485	237	195	41
3.0 TDI 245 S line Sport Editi	£54485	237	195	41
3.0 TDI 245 S line Style Editi	£52985	237	195	41
4.2 TDI 340 S line Plus	£61120	335	242	46
4.2 TDI 340 S line Sport Editi	£64120	335	242	47
4.2 TDI 340 S line Style Editi	£66220	335	242	47
3.0 TDI 204 SE	£43895	201	189	35
3.0 TDI 204 S line	£45555	237	189	36
3.0 TDI 245 S line	£46985	237	195	40
4.2 TDI 340 S line	£56620	335	242	45
<b>TT 2dr coupé</b>	TT finds its mojo at last. Drive experience now an equal to the obvious prestige	★★★★★		
2.0 TFSI Sport	£29860	228	137	-
2.0 TFSI Sport quattro	£32785	228	149	-
2.0 TFSI S line	£32410	228	137	-
2.0 TFSI S line quattro	£35335	228	149	-
2.0 TDI ultra Sport	£29770	181	110	-
2.0 TDI ultra S line	£32320	181	110	-
<b>TT ROADSTER 2dr open</b>	Heavier and wobblier, but still as competent as they come	★★★★★		
2.0 TDI ultra 184 S line	£34505	181	114	36
2.0 TDI ultra 184 Sport	£31955	181	114	35
2.0 TFSI 230 quattro S line	£37555	228	154	39
2.0 TFSI 230 quattro Sport	£35005	228	154	38
2.0 TFSI 230 S line	£34595	228	140	38
2.0 TFSI 230 Sport	£32045	228	140	37
<b>R8 2dr coupé</b>	Usable, but no less involving and dramatic for it. V10 is brutal	★★★★★		
4.2 FSI 430 V8	£93735	424	332	50
5.2 FSI 525 V10	£114835	518	346	50
5.2 FSI 550 V10 Plus	£126835	543	346	50
<b>R8 SPYDER 2dr open</b>	Great noise, and loses little of the coupe's poise	★★★★★		
4.2 FSI 430 V8	£102385	424	337	50
<b>5.2 FSI 525 V10</b>	<b>£123485</b>	<b>518</b>	<b>349</b>	<b>50</b>
<b>BAC</b>				
<b>MONO 2dr open</b>	An F-22 Raptor for the road. Only better built	★★★★★		
Mono 2.3	£111168	280	-	-
<b>BENTLEY</b>				
<b>CONTINENTAL GT 2dr coupé</b>	A brilliant Audi V8-inspired reboot	★★★★★		
6.0 W12 GT Speed	£151100	616	338	50
4.0 V8	£123850	500	246	50
4.0 V8 S	£139000	521	246	50
6.0 W12	£136710	567	385	50
<b>CONTINENTAL GT CONVERTIBLE 2dr open</b>	brilliant Audi V8-inspired reboot	★★★★★		
4.0 V8	£136250	500	254	50
4.0 V8 S	£152900	521	254	50
6.0 W12 Speed	£167900	616	347	50
<b>MULSANNE 4dr saloon</b>	Effortless and graceful.	★★★★★		
Great driving position	£224700	506	393	-
<b>6.75 V8</b>	<b>£224700</b>	<b>506</b>	<b>393</b>	<b>-</b>
<b>FLYING SPUR 4dr saloon</b>	A genuine luxury saloon.	★★★★★		
Superb inside. As it should be	£136000	500	254	50
4.0 V8	£140900	616	343	50
6.0 W12	£150220	616	343	50
6.0 W12 Mulliner	£150220	616	343	50
<b>BMW</b>				
<b>13 5dr hatch</b>	Superb really, but pricey and not free from the usual electric car practicality issues	★★★☆☆		
13 EV	£30680	168	0	21
13 EV Range Extender	£33830	168	13	21
<b>1 SERIES 3dr hatch</b>	Measures up on space and comfort now. Still no 3 Series	★★★★★		
118i M Sport	£24390	215	137	22
114i ES	£17775	101	127	12
114i SE	£18345	101	127	12
114i Sport	£19475	101	132	13
116i SE	£19895	134	125	17
116i Sport	£21025	134	131	18
116i M Sport	£22470	134	131	18
116i Urban	£21025	134	131	18
118i SE	£21945	134	132	22
118i Sport	£22945	134	137	22
118i M Sport	£26025	215	154	30
116i SE	£30845	315	188	39
114i ES	£19410	94	109	14
114i SE	£19980	94	109	14
114i Sport	£20980	94	112	15
116i SE	£20830	114	109	15
116i Sport	£21830	114	114	16
116i M Sport	£23275	114	114	16
116i Urban	£21830	114	114	16
116i EfficientDynamics	£20830	114	99	15
118i SE				





# PERFECTLY BALANCED. BALANCED PERFECTLY.

**BMW 318d M SPORT SALOON. MONTHLY RENTALS FROM £299 (PLUS INITIAL RENTAL)**

It's hard to find a more balanced drive than the BMW 318d M Sport Saloon. Its superb level of standard specification includes DAB digital radio, Media package – BMW Business and 18" alloy wheels. It's great on paper too, with a perfectly balanced offer from BMW Economics.



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 HDI 90 VTR	£18450	91	110	15
1.6 HDI 90 VTR+	£19710	91	110	15
1.6 e-HDI 90 VTR+ ET66	£20410	91	98	15
1.6 e-HDI 115 VTR+	£20510	113	105	18
1.6 e-HDI 115 VTR+ ET66	£21010	113	104	18
1.6 e-HDI 115 VTR+	£21810	113	107	18
1.6 e-HDI 115 Excl.	£24210	113	105	18
2.0 Blue HDI 150 Excl.	£25410	148	110	24
2.0 Blue HDI 150 Excl. +	£25410	148	113	24
<b>GRAND C4 PICASSO 5dr mpv</b>				
improved dynamic make for a better car	★★★★★			
1.6 VTI 120 VTR	£19460	118	145	13
1.6 VTI 120 VTR+	£20720	118	145	13
1.6 THP 155 Excl.	£23020	154	139	21
1.6 THP 155 Excl. +	£25420	154	142	22
1.6 e-HDI 90 ET66 VTR	£20850	91	98	15
1.6 e-HDI 90 ET66 VTR+	£22110	91	98	15
1.6 e-HDI 115 VTR+	£22210	113	105	18
1.6 e-HDI 115 Excl.	£23510	113	105	18
1.6 e-HDI 115 Excl. +	£25910	113	105	18
2.0 Blue HDI 150 Excl.	£24710	148	110	24
2.0 Blue HDI 150 Excl. +	£27110	148	113	25
<b>DACIA</b>				
<b>SANDERO 5dr hatch</b>				
A clever budget prospect. But its limitations are unavoidable	★★★★★			
0.9 TCe Ambiance	£7595	89	116	7
0.9 TCe Laureate	£8795	89	116	7
0.9 TCe Stepway Ambiance	£8395	89	124	7
0.9 TCe Stepway Laureate	£9995	89	124	8
1.2 Access	£5995	74	135	2
1.2 Ambiance	£6795	74	135	2
1.2 Laureate	£7995	74	135	2
1.5 dCi Ambiance	£8595	89	99	8
1.5 dCi Laureate	£9795	89	99	10
1.5 dCi Stepway Ambiance	£9395	89	105	10
1.5 dCi Stepway Laureate	£10995	89	105	11
<b>LOGAN MCV 5dr estate</b>				
Lacks its stablemates charm. Certainly retains the cheap	★★★★★			
0.9 Ambiance	£8595	89	116	9
0.9 Laureate	£9795	89	116	11
1.2 Access	£6995	74	135	4
1.2 Ambiance	£7795	74	135	4
1.2 Laureate	£8995	74	135	5
1.5 dCi Ambiance	£9595	84	99	11
1.5 dCi Laureate	£10795	84	99	12
<b>DUSTER 5dr 4x4</b>				
Cheap, but cheerfully robust. Surprisingly convincing presence	★★★★★			
1.6 16v 105 Access 2WD	£9495	103	165	6
1.6 16v 105 Access 4WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10
<b>FERRARI</b>				
<b>F12 2dr coupé</b>				
Proper V12 Ferrari with serious exclusivity and appeal	★★★★★			
6.3 V12	£239352	730	350	50
<b>FF 2dr coupé</b>				
Four-door Ferrari estate has appeal but lacks classic DNA	★★★★★			
6.3 V12	£227077	651	360	50
<b>CALIFORNIA 2dr open</b>				
Sleek, comfortable and fast. A real improvement	★★★★★			
4.3 V8	£152086	483	270	50
3.9 V8 T	£154490	552	250	50
<b>458 2dr coupé</b>				
The complete supercar. Calm ride, explosive performance	★★★★★			
4.5 V8 Italia	£178461	507	307	50
<b>458 SPIDER 2dr open</b>				
The complete supercar. Minus roof. A world-class head turner	★★★★★			
4.5 V8	£198906	570	275	50
<b>FIAT</b>				
<b>PANDA 5dr hatch</b>				
Cheap, practical and very nearly spot on	★★★★★			
0.9 TwinAir 85 4x4 Antartica	£14995	84	105	6
0.9 TwinAir 85 Trekking	£12795	84	105	6
1.3 Multijet 75 4x4 Antartica	£15995	74	125	7
0.9 TwinAir 85 Easy	£11095	84	99	7
0.9 TwinAir 85 Lounge	£11595	84	99	7
0.9 TwinAir 85 4x4	£14295	84	114	7
1.2 Pop	£9095	68	120	3
1.2 Easy	£9895	68	120	4
1.2 Lounge	£10395	68	120	3
1.3 Multijet 75 Pop	£11295	74	104	7
1.3 Multijet 75 Easy	£12095	74	104	7
1.3 Multijet 75 Lounge	£12595	74	104	7
1.3 Multijet 75 Trekking	£13795	74	109	7
1.3 Multijet 75 4x4	£15295	74	125	7
<b>500 3dr hatch</b>				
Super desirable, cute city car. Pleasant, if not involving, to drive	★★★★★			
0.9 TwinAir 105 60	£15550	103	92	10
0.9 TwinAir 105 Lounge	£13700	103	92	10
0.9 TwinAir 105 S	£13850	103	92	10
0.9 TwinAir 85 60	£15070	84	99	10
1.2 Colour Therapy	£11220	68	113	9
1.2 60	£13670	68	113	9
1.3 Multijet 60	£16070	94	97	14
0.9 TwinAir 85 Lounge	£13220	84	92	10
0.9 TwinAir 85 S	£13370	84	92	12
0.9 TwinAir 85 Colour Therapy	£12420	84	99	10
0.9 TwinAir Cult	£14720	84	99	10
0.9 TwinAir 105 Cult	£15200	103	92	10
1.2 Pop	£10420	68	113	5
1.2 Lounge	£11820	68	113	6
1.2 S	£11970	68	113	9
1.2 Cult	£13320	68	113	9
1.4 T-Jet Abarth	£14255	133	155	26
1.3 Multijet Lounge	£14220	94	97	15
1.3 Multijet S	£14370	94	97	14
1.3 Multijet Cult	£15720	94	97	14
<b>500 CONVERTIBLE 2dr open</b>				
Desirable, cute city car. Cab a better drive than hatch	★★★★★			
0.9 TwinAir 105 60	£18170	103	92	15
0.9 TwinAir 105 Lounge S-S	£16500	103	92	15
0.9 TwinAir 105 S	£16650	84	92	15
0.9 TwinAir 85 Colour Therapy	£14970	84	92	15
0.9 TwinAir 85 60	£17690	84	92	15
0.9 TwinAir 85 S	£16170	84	92	15
1.2 Colour Therapy	£13770	68	113	10
1.2 60	£16490	68	113	10
1.2 S	£14970	68	113	10
1.3 Multijet 60	£18890	94	97	18
1.3 Multijet S	£17370	94	97	18
1.4 16v Turbo T-Jet Abarth	£16005	133	155	27
0.9 TwinAir 85 Lounge S-S	£15900	84	92	15
0.9 TwinAir 85 Cult	£16900	84	92	15
0.9 TwinAir 105 Cult	£17500	103	92	15
1.2 Pop S-S	£13420	68	113	9
1.2 Lounge S-S	£14700	68	113	10
1.2 Cult	£15700	68	113	10
1.3 Multijet Lounge	£17100	94	97	18
1.3 Multijet Cult	£18100	94	97	18
<b>500S 5dr hatch</b>				
Familiar styling works rather well as a crossover. Drives okay, too	★★★★★			
1.4 Multiair 140 Pop Star	£17595	138	139	-
1.4 Multiair 140 Lounge	£19345	138	-	-
1.4 Multiair 140 Cross	£18595	138	-	-
1.4 Multiair 140 Cross Plus	£20345	138	-	-
1.3 Multijet 95 Pop Star	£18095	94	109	-
1.6 Multijet 120 Pop Star	£19095	118	-	-
1.6 Multijet 120 Lounge	£20845	118	-	-
1.6 Multijet 120 Cross	£20095	118	-	-
1.6 Multijet 120 Cross Plus	£21845	118	-	-
2.0 Multijet 140 Cross AWD	£24095	118	147	-
2.0 Multijet 140 Cross AWD	£25845	118	147	-
<b>500L 5dr mpv</b>				
A costly option, but has the style to fill out some of its missing substance	★★★★★			
1.4 90s Pop Star	£13040	94	145	10
0.9 Twinair Pop Star	£16690	103	112	11
0.9 Twinair Lounge	£18090	103	112	11
0.9 Twinair Trekking	£18790	103	119	11
1.4 95s Pop Star	£15200	94	145	10
1.4 95s Lounge	£16600	94	145	10
1.4 95s Trekking	£17300	94	149	8
1.4 120 Pop Star	£17195	118	159	10
1.4 120 Lounge	£18595	118	159	10
1.4 120 Trekking	£19295	118	159	10
1.3 Multijet 85 Pop Star	£16690	83	110	8
1.3 Multijet 85 Lounge	£18090	83	110	9
1.3 Multijet 85 Trekking	£18790	83	114	7
1.6 Multijet 105 Pop Star	£17690	103	117	17
1.6 Multijet 105 Lounge	£19090	103	117	18
1.6 Multijet 105 Trekking	£19790	103	122	15
1.6 Multijet 120 Pop Star	£18190	118	120	17
1.6 Multijet 120 Lounge	£19590	118	120	17
1.6 Multijet 120 Trekking	£20290	118	120	17
<b>500L MPW 5dr mpv</b>				
As above but with seven seat flexibility in its more expensive format	★★★★★			
1.6 Multijet 120 Lounge 7st	£20330	118	117	17
1.6 Multijet 120 Pop Star 7st	£18830	118	117	17
0.9 TwinAir 105 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Lounge 7st	£18830	103	112	11
1.4 95s Lounge 5st	£15840	94	145	9
1.4 95s Lounge 5st	£17340	94	145	9
1.3 Multijet 85 Pop Star 7st	£17330	83	110	8
1.3 Multijet 85 Lounge 7st	£18830	83	110	9
1.6 Multijet 105 Pop Star 7st	£18330	103	117	17
1.6 Multijet 105 Lounge 7st	£19830	103	117	17
<b>PUNTO 3dr hatch</b>				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11275	68	126	6
1.2 8v GBT	£11775	68	126	6
1.2 8v Pop	£10175	68	126	6
1.3 85 Multijet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 Multijet GBT	£14275	85	90	13
<b>PUNTO 5dr hatch</b>				
MultiAir tech improves appeal and economy	★★★★★			
1.2 8v Easy	£11875	68	126	6
1.2 8v GBT	£12375	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 Multijet Easy	£14375	85	90	13
1.3 85 Multijet GBT	£14875	85	90	13
<b>FORD</b>				
<b>KA 3dr hatch</b>				
An agile drive and energetic petrol engine. Wooden ride	★★★★★			
1.2 Grand Prix III	£11445	68	115	5
1.2 Studio Connect	£9445	68	115	3
1.2 Studio	£8945	68	115	3
1.2 Edge	£9945	68	115	3
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11195	68	115	3
1.2 Metal	£11445	68	115	5
<b>B-MAX 5dr mpv</b>				
Fiesta dynamics and sliding door access make the B-Max a cut above	★★★★★			
1.0 EcoBoost 100 Zetec	£15395	99	119	9
1.0 EcoBoost 100 Titanium	£16595	99	119	10
1.0 EcoBoost 125 Zetec S-S	£15995	118	99	13
1.0 EcoBoost 125 Titanium X-S	£17195	118	99	13
1.0 EcoBoost 125 Titanium X	£18395	118	99	13
1.4 90 Studio	£12995	89	139	7
1.4 90 Zetec	£14795	89	139	8
1.6 105 Zetec Powershift	£16465	103	149	10
1.6 105 Titanium Powershift	£17665	103	149	11
1.5 TDCi 75 Zetec	£16195	74	109	8
1.6 TDCi 95 Zetec	£16695	94	104	10
1.6 TDCi 95 Titanium	£17895	94	104	11
<b>FIESTA 3dr hatch</b>				
Stylish and wonderfully engaging. The best supermini	★★★★★			
1.6 105 Titanium Powershift	£16300	103	138	12
1.6 105 Zetec Powershift	£14700	103	138	12
1.0 80 Zetec S-S	£13445	79	99	6
1.0 80 Titanium S-S	£14445	79	99	7
1.0 100 EcoBoost Zetec S-S	£13945	99	99	11
1.0 100 EcoBoost Titanium S-S	£14945	99	99	11
1.0 100 EcoBoost Titanium X-S	£16145	99	99	11
1.0 125 EcoBoost Titanium S-S	£15445	123	99	15
1.0 125 EcoBoost Titanium X-S	£16645	123	99	16
1.0 125 EcoBoost Zetec S-S	£15495	123	99	15
1.25 60 Studio	£9995	59	120	3
1.25 60 Style	£11695	59	120	4
1.25 82 Style	£12195	80	120	7
1.25 82 Zetec	£12940	80	120	7
1.6 105 Titanium Powershift	£15700	103	138	12
1.6 180 EcoBoost ST	£17250	180	138	30
1.6 180 EcoBoost ST2	£18250	180	138	30
1.6 180 EcoBoost ST3	£19250	180	138	30
1.5 TDCi 75 Style	£13695	74	98	8
1.5 TDCi 75 Zetec	£14445	74	98	9
1.5 TDCi 75 Titanium				



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RANGE PRICES FROM: £25,950 (+VAT). Fuel consumption mpg(L/100km): urban 17 - 33.6 (16.4-8.4) extra urban 36 - 54.3 (7.9-5.2) combined 26 - 44.1 (11.0-6.4) CO2: 282 - 143g/km





Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>MONDEO 5dr estate</b> A vast and enjoyable estate. Reasonably priced. ★★★★★					1.2 I-VTEC S-T	£12690	89	123	13	1.4 CRD 90 Premium	£15725	89	106	12	3.6 V6 Rubicon	£31595	276	273	27
1.5T EcoBoost 160 Titanium	£22495	158	134	23	1.2 I-VTEC S-T A-C	£13540	89	123	13	1.4 CRD 90 Premium SE	£16725	89	106	12	2.8 CRD Overland	£32830	197	217	25
1.5T EcoBoost 160 Titanium	£22495	158	134	23	1.3 IMA Hybrid HE	£17150	97	104	16	<b>130 3dr hatch</b> As good as we've come to expect, but not one inch better. ★★★★★	£18720	118	149	11	2.8 CRD Overland X+	£33445	197	230	25
1.6 TDCi 115 Style	£22045	113	94	17	1.3 IMA Hybrid HS	£18645	97	104	16	1.6 I20 Sport Nav	£18720	118	149	11	2.8 CRD Sahara	£33680	197	217	24
1.6 TDCi 115 Titanium	£24245	113	94	17	1.3 IMA Hybrid HX	£19250	97	104	16	1.4 I00 Class	£14605	98	139	7	2.8 CRD Sahara X+	£33295	197	230	24
1.6 TDCi 115 Zetec	£23045	113	94	17	1.4 I-VTEC EX	£17195	99	129	16	1.4 I00 Active	£15805	98	143	7	<b>CHEROKEE 5dr 4x4</b> Hamstrung by poor UK spec. ★★★★★				
2.0 TDCi 150 Titanium	£22795	148	107	23	1.4 I-VTEC EX Plus	£17950	99	129	16	1.6 I20 Sport	£17600	118	149	10	Uninspiring, but roomy and practical. ★★★★★				
2.0 TDCi 150 Titanium	£24745	148	115	23	1.4 I-VTEC EX-T	£16990	99	129	16	1.6 CRD 110 Blue Drive Active	£18090	109	100	11	2.0 Longitude 140 FWD	£25495	138	137	20
2.0 TDCi 150 Titanium Econetic	£24995	148	107	23	1.4 I-VTEC EXL-T	£18190	99	129	16	1.6 CRD 128 Sport	£19590	126	108	13	2.0 Ltd 140 FWD	£31195	138	139	-
2.0 TDCi 150 Zetec	£23795	148	107	23	1.4 I-VTEC S	£14995	99	129	16	<b>130 5dr hatch</b> As good as we've come to expect, but not one inch better. ★★★★★	£20710	126	108	13	2.0 Longitude 140	£27495	138	147	-
2.0 TDCi 180 Titanium	£25495	178	115	27	1.4 I-VTEC S-T					1.4 I00 Class	£15210	98	139	7	2.0 Ltd 140	£33195	138	147	-
2.0 TDCi 180 Titanium	£26995	237	169	-	<b>CIVIC 5dr hatch</b> A real contender, but the lack of rear legroom is a hindrance. ★★★★★					1.4 I00 Active	£16310	98	139	7	2.0 Longitude 170 Au	£29995	168	-	29
<b>KUGA 5dr 4x4</b> Bigger Kuga has taken a stylistic step backwards, but the strengths remain. ★★★★★					1.4 I-VTEC S	£16995	99	129	8	1.4 I00 Style	£17310	98	143	7	2.0 Longitude Plus 140 FWD	£35695	168	-	28
1.6T 180 Titanium X Sport	£32045	178	135	22	1.4 I-VTEC S-T	£17990	99	129	7	1.4 I00 Style Nav	£18430	98	143	7	2.0 Longitude Plus 140 Au	£27695	138	139	-
1.6T EcoBoost Titanium X S	£28350	148	154	20	1.6 I-VTEC EX Plus	£26460	118	98	16	1.6 I20 Active auto	£17710	118	159	9	<b>GRAND CHEROKEE 5dr 4x4</b> The best Jeep. ★★★★★				
1.6T 180 EcoBoost Titanium X S	£32510	180	179	23	1.6 I-VTEC S	£20375	118	94	15	1.6 I20 Premium	£20425	118	149	9	Comfortable and well-equipped. ★★★★★				
2.0 TDCi 140 Titan X Sport 2WD	£29750	138	139	22	1.6 I-VTEC S Plus	£21960	118	94	15	1.6 CRD 110 Blue Drive Class	£18995	109	97	11	6.4 V8 SRT	£61595	470	327	50
2.0 TDCi 163 Titanium X Sport	£31750	138	154	24	1.6 I-VTEC SE Plus-T	£22505	118	94	16	1.6 CRD 128 Blue Drive Active	£19995	126	100	13	3.0 V6 190 CRD Laredo	£37705	188	196	36
1.6T 150 EcoBoost Zetec 2WD	£21000	148	154	20	1.6 I-VTEC SE Plus-T	£22905	118	94	16	1.6 CRD 128 Premium	£22415	126	108	13	3.0 V6 CRD Ltd	£40295	247	198	40
1.6T 150 EcoBoost Zetec 2WD	£21000	148	154	20	1.6 I-VTEC SE Plus-T	£22905	118	94	16	1.6 CRD 128 'D' Style Nav	£20115	126	100	13	3.0 V6 CRD Ltd Plus	£43295	247	198	41
1.5T 150 EcoBoost Titanium	£22645	148	143	20	1.6 I-VTEC S-T	£19250	140	137	15	<b>130 TOURER 5dr estate</b> As good as we've come to expect, but not one inch better. ★★★★★	£20710	126	108	13	3.0 V6 CRD Overland	£46995	247	198	41
1.5T 150 EcoBoost Titanium X	£25395	148	143	20	1.6 I-VTEC S Plus	£20955	99	145	15	1.6 CRD 110 B'Drive Class	£18595	109	110	11	3.0 V6 CRD Summit	£50795	247	198	43
1.6T 150 EcoBoost Titanium 2WD	£22650	148	154	21	1.6 I-VTEC S Plus-T	£21500	99	145	15	1.6 CRD 110 B'Drive Class	£19695	109	110	11	<b>KIA</b>				
1.6T 150 EcoBoost Titan X 2WD	£25400	148	154	22	1.6 I-VTEC SE Plus-T	£23355	99	145	15	1.6 CRD 128 B'Drive Style Nav	£22115	126	115	13	<b>PICANTO 3dr hatch</b> Cost effective and surprisingly grown up. Nice drive and cabin. ★★★★★				
1.5T 150 Titanium X Sport	£28345	148	143	20	1.6 I-VTEC S	£19800	140	137	15	1.6 Class	£16905	118	150	9	1.0 VRT	£9645	68	99	6
1.5T 150 Titanium Zetec	£25160	180	179	21	<b>CIVIC TOURER 5dr estate</b> Versatile, comfortable and frugal, only price marks its scorecard. ★★★★★					1.6 Active	£18005	118	150	9	1.2 White ISG	£8145	68	99	6
1.5T 182 EcoBoost Zetec AWD	£25160	180	171	21	1.6 I-VTEC S-T	£27460	118	103	16	1.6 CRD 128 Premium	£23815	126	117	13	1.0 VRT	£8745	68	99	6
1.6T 182 EcoBoost Titanium X	£26795	180	171	21	1.6 I-VTEC S Plus	£27460	118	103	16	<b>140 4dr saloon</b> Useful, inflexible and well-priced. ★★★★★				1.0 VRT	£11845	68	99	4	
1.6T 182 EcoBoost Titanium X	£29560	180	179	23	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 115 B'Drive Premium	£22485	114	113	13	1.25 Quantum ISG	£11995	84	106	11
1.5T 182 EcoBoost Titanium X A	£29545	180	171	21	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 115 B'Drive Style	£22105	114	113	13	<b>PICANTO 5dr hatch</b> Cost effective and surprisingly grown up. Nice drive and cabin. ★★★★★				
2.0 TDCi 140 Zetec 2WD	£22400	138	139	20	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Active	£22005	134	119	16	1.0 VRT	£9845	68	99	6
2.0 TDCi 150 Zetec 2WD	£22695	148	122	20	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Style	£22005	134	119	16	1.0 VRT	£9845	68	99	6
2.0 TDCi 140 Zetec	£23900	138	154	21	1.6 I-VTEC S Plus-T	£27460	118	103	16	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				1.25 ISG	£10545	84	100	10	
2.0 TDCi 140 Titanium 2WD	£24050	138	139	21	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Premium	£22485	114	113	13	2.0 Street	£59755	237	185	-
2.0 TDCi 150 Titanium 2WD	£24345	148	122	20	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Style	£22005	134	119	16	2.0 Clubsport	£79305	237	185	-
2.0 TDCi 140 Titanium 2WD	£26800	138	139	22	1.6 I-VTEC S Plus-T	£27460	118	103	16	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				2.0 Supersport	£79305	237	185	-	
2.0 TDCi 150 Titanium X 2WD	£27095	148	122	20	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Premium	£22485	114	113	13	2.0 APT Sp. line 300	£59755	296	189	-
2.0 TDCi 150 Titanium X Sport	£30045	148	122	20	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Style	£22005	134	119	16	<b>LAMBORGHINI</b>				
2.0 TDCi 163 Titanium	£26050	138	154	22	1.6 I-VTEC S Plus-T	£27460	118	103	16	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				<b>HURACAN 2dr coupé</b> A supercar to its bones, but the flaws are just as obvious. ★★★★★					
2.0 TDCi 163 Zetec AWD	£24195	148	135	20	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Premium	£22485	114	113	13	5.2 V10 LP 610-4	£180720	601	-	-
2.0 TDCi 163 Titanium X	£28800	138	154	24	1.6 I-VTEC S Plus-T	£27460	118	103	16	1.6 CRD 136 B'Drive Style	£22005	134	119	16	<b>AVEANTADOR 2dr coupé</b> Big, bullish and ballistic. But not perfect. ★★★★★				
2.0 TDCi 180 Titanium AWD	£26345	178	135	22	1.6 I-VTEC S Plus-T	£27460	118	103	16	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				6.5 LP700-4	£242280	690	398	-	
2.0 TDCi 180 Titanium X AWD	£29095	178	135	22	1.6 I-VTEC S Plus-T	£27460	118	103	16	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				<b>LAND ROVER</b>					
<b>C-MAX 5dr mpv</b> As fun to drive as it is easy to live with. ★★★★★					1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				<b>DEFENDER 3dr 4x4</b> An institution. Unbeatable off road, crude on it. ★★★★★					
1.0T 100 EcoBoost Zetec S-S	£18150	99	117	10	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				90.2 2D Hard Top	£23100	120	266	-	
1.0T 125 EcoBoost Zetec S-S	£18650	123	117	13	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				90.2 2D S'Wagon	£25265	120	269	25	
1.0T 100 EcoBoost Titanium S-S	£19650	99	117	10	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				90.2 2D S'Wagon	£27305	120	269	25	
1.0T 125 EcoBoost Titanium S-S	£20150	123	117	13	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				90.2 2D S'Wagon	£30505	120	269	26	
1.0T 125 EcoBoost Titanium S-S	£22015	123	117	13	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				<b>DEFENDER 5dr 4x4</b> An institution. Unbeatable off road, crude on it. ★★★★★					
1.6T 105 Zetec	£17655	103	149	11	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D Hard Top	£25010	120	295	26	
1.6T 150 EcoBoost Titanium S-S	£20855	144	149	19	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D 200 Utility Wagon	£29550	120	295	-	
1.6T 182 EcoBoost Titanium X S	£23605	180	144	22	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D Utility Wagon	£27620	120	295	-	
1.6T 115 Zetec	£19150	114	117	16	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D S'Wagon	£27620	120	295	-	
1.6 TDCi 115 Titanium	£20650	114	117	16	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D S'Wagon	£29550	120	295	-	
1.6 TDCi 180 Titanium X AWD	£22650	114	117	16	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D S'Wagon	£33405	120	295	-	
<b>2.0 TDCi 140 Titanium</b> £17125 138 129 20					1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				110 2D S'Wagon	£32405	120	295	-	
<b>2.0 TDCi 163 Titanium</b> £24225 161 129 22					1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				<b>FREELANDER 5dr 4x4</b> Classy, comfortable saloon. Pricey but able. ★★★★★					
<b>GRAND C-MAX 5dr mpv</b> Fun and practical small seven seater. ★★★★★					1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				2.2 T04 150 SE	£27765	148	165	21	
1.0T 100 EcoBoost Zetec S-S	£19745	99	119	10	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				2.2 T04 150 SE Tech	£29765	148	165	22	
1.0T 125 EcoBoost Zetec S-S	£20245	123	119	13	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				2.2 S04 190 SE	£30270	188	185	24	
1.0T 100 EcoBoost Titanium S-S	£21045	99	119	10	1.6 I-VTEC S	£22300	154	159	23	<b>140 TOURER 5dr estate</b> Useful, inflexible and well-priced. No fireworks here. ★★★★★				2.2 S04 190 SE Tech	£32270	188	185	25	
1.0T 125 EcoBoost Titanium S-S	£2154																		





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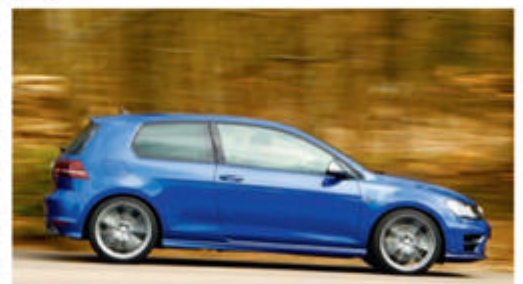


## AUTOCAR TOP FIVES

## Hot hatches



**1 Renault Mégane 275 Trophy** From £27,000  
Turning the Mégane into a 271bhp world-beater might just be Renaultsport's crowning achievement. Stellar car. ★★★★★



**2 Volkswagen Golf R** From £29,000  
Blends the formally unblendable: VW sophistication with frenzied driver appeal. Expensive but worth it. ★★★★★



**3 Ford Focus ST** From £23,000  
If you're looking for a better-value hot hatch, the latest ST is the benchmark. Agile, supple and practical. ★★★★★



**4 Seat Leon Cupra 280** From £27,000  
Quickest Leon yet easily knocks the Golf GTI into touch. More power and a sparklier diff response are key. ★★★★★



**5 Mercedes-Benz A45 AMG** From £38,000  
Big money means the A45 can go no higher than fifth, but that doesn't mean its appeal is lost on us. Far from it. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>308 SW 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader. ★★★★★	£17145	108	109	13
1.2 PureTech 110 Access	£18845	108	109	13
1.2 PureTech 110 Active	£20045	111	113	13
1.2 PureTech 110 Allure	£19955	128	109	14
1.2 PureTech 130 Active	£20795	128	115	15
1.6 BlueHDi 120 Active	£20745	118	85	20
1.6 BlueHDi 120 Allure	£21945	118	88	21
1.6 e-HDi 115 Access	£18345	113	95	18
1.6 e-HDi 115 Allure	£22845	113	100	19
1.6 e-HDi 115 Allure Nav	£20345	113	95	18
1.6 e-HDi 115 Allure	£21545	113	100	18
1.6 e-HDi 92 Access	£17845	91	99	15
1.6 e-HDi 92 Active	£19545	91	99	15
2.0 BlueHDi 150 Active	£21095	148	99	24
2.0 BlueHDi 150 Allure	£21415	148	105	26
<b>508 4dr saloon</b> Very competent and likeable package. ★★★★★	£30645	201	147	37
1.6 e-HDi 115 Active Nav	£22045	113	111	24
1.6 e-HDi 115 Allure Nav	£24895	113	111	25
2.0 e-HDi 140 Active Nav	£22445	140	119	27
2.0 e-HDi 140 Allure Nav	£25295	140	119	28
2.0 BlueHDi 150 Allure Nav	£26395	148	109	30
2.0 e-HDi 163 Allure Nav auto	£27195	161	140	30
2.0 e-HDi Hybrid4 Allure Nav	£32600	200	91	36
<b>508 SW 5dr estate</b> As good as saloon, only better looking. ★★★★★	£23245	113	112	24
1.6 e-HDi 115 Active Nav	£26295	113	112	25
2.0 BlueHDi 150 Allure Nav	£27795	148	110	30
2.0 e-HDi 140 Active Nav	£23645	140	125	27
2.0 e-HDi 140 Allure Nav	£26695	140	125	28
2.0 e-HDi 163 Allure Nav auto	£28595	161	144	30
2.2 e-HDi 200 GT	£32045	201	144	37
<b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style. ★★★★★	£13195	81	114	10
1.2 VTI 82 Access+	£14295	81	114	11
1.2 VTI 82 Active	£15595	81	114	11
1.2 VTI 82 Allure	£16750	118	135	20
1.6 VTI 120 Allure	£18150	118	135	19
1.6 VTI 120 Feline Calima	£18450	118	135	19
1.4 e-HDi 70 Access+	£14495	67	104	10
1.4 e-HDi 70 Active	£15595	67	104	10
1.6 e-HDi 92 Active S-S	£16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	£16845	91	98	17
1.6 e-HDi 92 Allure S-S	£17745	91	103	18
1.6 e-HDi 92 Feline Calima	£19145	91	103	17
1.6 e-HDi 92 Feline Mistral	£19445	91	103	17
1.6 e-HDi 92 Feline S-S	£18345	113	105	20
1.6 e-HDi 115 Feline Calima SS	£19745	113	105	20
1.6 e-HDi 115 Feline Mistral S	£20045	113	105	20
<b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★	£25015	161	145	33
1.6 VTI 120 Access	£17550	118	155	17
1.6 VTI 120 Active	£19250	118	155	17
1.6 VTI 120 Allure	£21200	118	155	17
1.6 THP 156 Allure	£22050	154	123	18
1.6 e-HDi 115 Access	£19345	113	125	18
1.6 e-HDi 115 Active	£20795	113	125	18
1.6 e-HDi 115 Allure	£22745	113	127	18
1.6 e-HDi 115 Access EGC	£20195	113	110	18
1.6 e-HDi 115 Active EGC	£21645	113	110	18
1.6 e-HDi 150 Allure EGC	£23595	113	112	17
2.0 e-HDi 150 Active EGC	£21900	148	139	24
2.0 e-HDi 150 Allure EGC	£23850	148	139	24
2.0 e-HDi Hybrid 4 Active	£27245	197	85	30
2.0 e-HDi Hybrid 4 Allure	£28245	197	99	31
<b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior. ★★★★★	£19350	118	159	13
1.6 VTI 120 Access	£21100	118	159	15
1.6 VTI 120 Active	£21100	154	163	16
1.6 THP 156 Active	£23750	154	163	19
1.6 e-HDi 115 Access EGC	£21895	113	113	16
1.6 e-HDi 115 Active EGC	£23495	113	123	17
1.6 e-HDi 115 Allure EGC	£25295	113	126	16
1.6 e-HDi 115 Access	£21045	113	124	16
1.6 e-HDi 115 Allure	£22745	113	124	16
1.6 e-HDi 115 Active	£24550	113	135	16
2.0 e-HDi 150 Active	£23750	148	138	20
2.0 e-HDi 163 Active auto	£24950	161	149	20
2.0 e-HDi 163 Allure	£25550	148	140	20
2.0 e-HDi 163 Allure auto	£26750	161	149	19
<b>RCZ 2dr coupé</b> Classy, interesting, fun coupe. Peugeot's got its mojo back. ★★★★★	£22350	154	149	27
1.6 THP 156 Sport	£24750	154	149	28
1.6 THP 200 Sport	£24495	197	155	33
1.6 THP 200 GT	£27150	197	155	34
1.6 THP 270 R	£32250	266	145	42
2.0 e-HDi 163 Sport	£24200	161	130	29
2.0 e-HDi 163 GT	£26600	161	130	30
<b>PORSCHE</b>				
<b>BOXSTER 2dr open</b> Honed, toned and cosmetically enhanced. Scarily brilliant. ★★★★★	£39350	261	192	40
2.7	£47725	311	206	43
3.4 S	£53569	326	211	44
<b>CAYMAN 2dr coupé</b> Roof seals the deal. A five-star car by any measure. ★★★★★	£40234	271	192	37
2.7	£49473	320	206	41
3.4 S	£56087	335	211	44
<b>911 2dr coupé</b> The best just got better. Still more than worthy of its iconic status. ★★★★★	£74199	345	212	46
<b>3.4 Carrera</b>	£79055	345	219	46
3.4 Carrera 4	£84235	395	224	47
3.8 Carrera S	£89315	395	224	47
3.8 Turbo	£121513	514	227	48
3.8 Turbo S	£143035	552	227	48
3.8 GT3	£101685	468	289	48
<b>911 CAYENNE 2dr open</b> The best just got better. Still more than worthy of its iconic status. ★★★★★	£82859	345	217	49
3.4 Carrera	£93119	395	229	50
3.4 Carrera 4	£87715	395	224	49
3.4 Targa 4	£87067	345	223	49
3.8 Carrera 4S	£97975	395	236	50
3.8 Targa 4S	£97328	395	237	50
3.8 Turbo	£130138	513	231	50
3.8 Turbo S	£151772	552	231	50
<b>918 SPYDER 2dr open</b> Porsche's hybrid hypercar. A rare and hugely fast new live-star model. ★★★★★	£657400	875	70	50
<b>4.6 V8</b>	£657400	875	70	50
<b>MACAN 5dr 4x4</b> Spookily good handling. A sports utility vehicle in the purest sense. ★★★★★	£40621	234	175	-
2.0	£43990	336	212	40
3.6 V6 S	£59990	395	216	44
3.6 V6 Turbo	£43535	254	164	39
3.6 V6 S Diesel	£43535	254	164	39
<b>PANAMERA 5dr hatch</b> Technically brilliant and with a great cabin. Soulless. ★★★★★	£83129	414	204	46
3.0 V6 S	£86770	414	208	46
3.0 V6 S E-hybrid	£84456	410	71	50
3.0 V6 PDK	£64453	306	196	46
3.6 V6 PDK	£68144	306	203	47
4.8 V8 GT5 PDK	£94306	424	249	50
4.8 V8 Turbo PDK	£108921	493	239	50
4.8 V8 Turbo S PDK	£132067	562	239	50
3.0 V6	£66534	247	166	46
<b>CAYENNE 5dr 4x4</b> Classy interior and mostly good fun. Hybrid not entertaining. ★★★★★	£61529	410	79	49
3.0 V6 S E-hybrid	£50266	296	215	-
3.6 V6	£61133	414	229	48
3.6 V6 GT5	£73438	414	234	-
4.8 V8 Turbo	£93773	513	267	50
3.0 V6 Diesel	£50302	258	179	45
4.2 V8 S Diesel	£62164	380	209	50
<b>PROTON</b>				
<b>SAVVY 5dr hatch</b> Compromise in quality isn't worth the saving. ★★★★★	£7995	75	134	8
1.2 Style	£7995	75	134	8
<b>SATRIA NEO 3dr hatch</b> Best Proton ever, but still unjustifiably. ★★★★★	£8495	111	157	19
1.6 GSX	£9495	111	157	19
1.6 Sport	£9495	111	157	19
<b>GEN-2 4dr saloon</b> Hugely disappointing despite price. ★★★★★	£11195	150	157	16
1.6 Persona ecoLogic	£11195	150	157	16
<b>GEN-2 5dr hatch</b> Hugely disappointing despite price. ★★★★★	£9195	74	164	10
1.3 GLS	£9195	74	164	10
1.6 GSX ecoLogic	£11195	150	170	16
<b>RADICAL</b>				
<b>SR3 2dr coupé</b> Spectacular on the track; not so good on the way home. ★★★★★	£69850	245	-	-
<b>SL</b>	£69850	245	-	-
<b>RENAULT</b>				
<b>TWIZY 2dr hatch</b> Zany solution to personal mobility. Suitably irrelevant and impractical. ★★★★★	£6895	17	0	11
EV 13kW Urban	£6895	17	0	11
EV 13kW Technic	£6895	17	0	11
<b>ZOE 5dr hatch</b> Far more practical zero emission solution. Attractive price. ★★★★★	£18995	87	0	15
Expr.	£20195	87	0	16
Dyn'que Zen	£20195	87	0	16
Dyn'que Intens	£20195	87	0	16
<b>TWINGO 5dr hatch</b> Rear-engined city car is cleverly packaged - but not the class leader. ★★★★★	£11695	89	99	8
0.9 Cde 90 Dyn'que Energy	£9495	69	105	2
1.0 Cde 70 Expr.	£9995	69	105	3
1.0 Cde 70 Play	£10995	69	95	3
1.0 Cde 70 Dyn'que S-S	£10995	69	95	3
<b>CAPTUR 5dr hatch</b> On message compact crossover. Better looking than most. ★★★★★	£14195	89	115	9
0.9 Tce Expr.+	£15195	89	115	9
0.9 Tce 90 Dyn'que Media Nav	£16695	89	115	10
0.9 Tce 90 Dyn'que S Media Nav	£17395	118	125	14
1.2 Tce 120 Dyn'que Media N	£18895	118	125	15
1.2 Tce 120 Dyn'que Media N	£15595	89	95	11
1.5 dci 90 Expr.+	£16595	89	95	12
1.5 dci 90 Dyn'que Media Nav	£16595	89	95	12
1.5 dci 90 Dyn'que S Media N	£18095	89	95	12
<b>CLIO 5dr hatch</b> Attractive, nice to drive and practical. Only the Fiesta does it better. ★★★★★	£17395	118	120	14
1.2 Tce 120 GT-Line EDC	£19995	197	144	29
1.6 Renaultsport 200 Lux	£10995	75	127	7
1.2 75 Expr.	£12495	75	127	8
1.2 75 Expr.+	£13495	75	127	8
1.2 75 Dyn'que Media Nav	£13495	89	104	9
0.9 Tce 90 Expr.+	£13745	89	99	9
0.9 Tce 90 Eco Expr.+	£14495	89	104	9
0.9 Tce 90 Dyn'que Media Nav	£14495	89	104	9
0.9 Tce Eco Dyn'que Media Nav	£15495	89	105	10
0.9 Tce 90 Dyn'que S Media Nav	£15495	89	105	10
1.6 Renaultsport 200	£18995	197	144	29
1.5 dci 90 Expr.+	£14595	89	103	13
1.5 dci 90 Eco Expr.+	£14845	89	103	13
1.5 dci 90 Dyn'que Media Nav	£15595	89	103	13
1.5 dci 90 Eco Dyn'que Media Nav	£15845	89	103	13
1.5 dci 90 Dyn'que S Media Nav	£16595	89	103	13
<b>MEGANE 5dr hatch</b> Stylish and refined but bland. Nothing exceptional. ★★★★★	£12140	113	119	15
1.2 Tce 130 GT Line TomTom EDC	£18645	109	90	16
1.5 dci 110 Knight Edition S-S	£17570	113	119	14
1.2 Tce 115 Expr.+ S-S	£18570	113	119	14
1.2 Tce 115 Dyn'que TomTom S-S	£20070	113	119	15
1.6 110 Expr.+	£16750	109	159	14
1.6 110 Knight Edition	£17150	109	159	17
1.6 110 Dyn'que TomTom	£17750	109	159	15
1.5 dci 110 Expr.+ S-S	£18245	109	90	16
1.5 dci 110 Dyn'que TomTom S-S	£19245	109	90	17
1.5 dci 110 GT Line TomTom S-S	£20745	109	90	18
1.6 dci 130 Dyn'que TomTom S-S	£19745	128	104	20
1.6 dci 130 GT Line TomTom S-S	£22145	128	104	20
<b>MEGANE SPORT TOURER 5dr estate</b> Stylish and refined but bland. Nothing exceptional. ★★★★★	£12140	113	119	15
1.2 Tce 115 Expr.+ S-S	£18570	113	119	14
1.2 Tce 130 GT Line TomTom EDC	£22470	113	119	15
1.5 dci 110 Knight Edition S-S	£19645	109	90	16
1.6 110 Knight Edition	£18150	109	159	14
1.2 Tce 115 Dyn'que TomTom S-S	£19570	113	119	14
1.2 Tce 115 GT Line TomTom S-S	£21070	113	119	15
1.6 VTI 110 Expr.+	£17750	109	159	1



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 TSI 105 GreenTech SE	£15880	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16630	104	118	13
1.2 TSI 105 Sport	£15630	104	125	15
1.4 TSI 122 SE DSG	£17425	120	134	16
1.4 TSI 122 Eleg. DSG	£18175	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17545	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18295	120	127	18
1.6 TDI 105 S	£16430	103	114	16
1.6 TDI 105 SE	£17380	103	114	15
1.6 TDI 105 Eleg.	£18130	103	114	15
1.6 TDI 105 GreenTech SE	£17630	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18380	103	106	15
<b>RAPID 5dr estate</b> Estate shape makes most sense of Rapid's skinny body	★★★★★			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14590	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14340	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G*tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 S	£16790	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17195	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16140	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
<b>OCTAVIA 5dr hatch</b> Extended wheelbase makes the Octavia an even more practical choice	★★★★★			
1.6 TDI 105 SE Business	£19775	104	99	14
1.2 TSI 105 S	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.4 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26915	178	141	25
2.0 TSI 220 vRS	£24100	217	142	29
1.6 TDI 105 S	£18575	104	99	13
1.6 TDI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20515	108	85	15
1.6 TDI 110 SE Business GreenL	£20365	108	85	15
2.0 TDI 150 SE	£20825	148	106	19
2.0 TDI 150 SE Business	£20675	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26755	148	106	22
2.0 TDI 184 vRS	£24365	181	119	26
<b>OCTAVIA 5dr estate</b> Extended wheelbase makes the Octavia an even more practical choice	★★★★★			
1.6 TDI 105 Eleg. 4x4	£23665	104	119	14
1.6 TDI 105 SE 4x4	£21965	104	119	13
1.6 TDI 110 GreenLine	£21105	108	85	15
1.6 TDI 110 SE Business G*line	£20955	108	85	15
2.0 TDI 150 Eleg. 4x4	£24565	148	124	20
2.0 TDI 150 SE 4x4	£22865	148	124	19
1.2 TSI 105 SE	£17115	104	117	13
1.2 TSI 105 SE	£18465	104	117	13
1.4 TSI 140 SE	£19665	138	121	18
1.4 TSI 140 Eleg.	£21365	138	121	19
1.8 TSI 180 Laurin & Klement	£27375	178	141	25
2.0 TSI 220 vRS	£24560	217	142	29
1.6 TDI 105 S	£19165	104	99	13
1.6 TDI 105 SE	£20515	104	99	13
1.6 TDI 105 Eleg.	£22215	104	99	14
2.0 TDI 150 SE	£21415	148	110	19
2.0 TDI 150 Scout 4x4	£25315	148	129	-
2.0 TDI 150 Eleg.	£23115	148	110	20
2.0 TDI 150 Laurin & Klement	£27215	148	110	22
2.0 TDI 150 Laurin Klement 4x4	£28625	148	124	21
2.0 TDI 184 Scout 4x4	£27990	181	134	-
2.0 TDI 184 vRS	£24825	181	119	26
<b>SUPERB 5dr hatch</b> Enormous and brilliant. A cut-price C-class for the masses	★★★★★			
1.6 TDI 105 SE Business GreenL	£20625	103	109	17
1.6 TDI 105 Eleg.	£24840	138	119	23
2.0 TDI 140 SE Business	£21090	138	119	22
2.0 TDI 170 Eleg.	£28670	168	147	25
2.0 TDI 170 Laurin & Klement 4	£30660	168	147	25
2.0 TDI 170 SE 4x4	£25960	168	147	24
1.4 TSI 125 S	£18690	123	138	19
1.8 TSI 160 SE	£21730	158	158	25
1.8 TSI 160 Eleg. DSG	£25750	158	162	26
3.6 V6 FSI Eleg. 4WD	£30655	256	215	34
3.6 V6 FSI Laurin and Klement	£32645	256	215	34
1.6 TDI 105 SE Greenline	£20200	103	109	17
1.6 TDI 105 SE Greenline	£21665	103	109	17
1.6 TDI 105 Eleg. Greenline	£23990	103	109	17
1.6 TDI 105 S	£19890	103	117	17
2.0 TDI 140 S	£20490	138	119	22
2.0 TDI 140 SE	£22130	138	119	23
2.0 TDI 140 Eleg. 4WD	£26430	138	137	22
2.0 TDI 140 Laurin and Klement	£26830	138	119	24
2.0 TDI 140 Laurin Klement 4WD	£28420	138	137	23
2.0 TDI 170 SE	£23060	168	120	25
2.0 TDI 170 Eleg.	£25770	168	120	25
2.0 TDI 170 Laurin and Klement	£27760	168	120	26
<b>SUPERB 5dr estate</b> Enormous and brilliant. A cut-price C-class for the masses	★★★★★			
1.4 TSI S	£19815	123	142	19
1.6 TDI 105 S	£21015	103	119	17
1.6 TDI 105 SE Greenline	£21325	103	113	17
1.6 TDI 105 SE Business GreenL	£21905	103	113	17
1.6 TDI 105 SE Greenline	£22445	103	113	17
1.8 TSI 160 Eleg. DSG	£27030	158	164	26
1.8 TSI 160 SE	£23010	158	160	25
2.0 TDI 140 Eleg.	£26120	138	119	23
2.0 TDI 140 Eleg. 4x4	£27710	138	139	22
2.0 TDI 140 Laurin and Klement	£28760	138	119	24
2.0 TDI 140 Laurin Klement 4x4	£30350	138	139	23
2.0 TDI 140 Outdoor 4x4	£28000	138	139	23
2.0 TDI 140 Outdoor Plus 4x4	£27000	138	139	23
2.0 TDI 140 S	£21615	138	119	22
2.0 TDI 140 SE	£23410	138	119	23
2.0 TDI 140 SE Business	£22370	138	119	22
2.0 TDI 170 Eleg.	£27050	168	122	26
2.0 TDI 170 Eleg. 4x4	£29950	168	149	25
2.0 TDI 170 Laurin and Klement	£29690	168	122	26
2.0 TDI 170 Laurin&Klement 4x4	£32590	168	149	25
2.0 TDI 170 Outdoor 4x4	£29240	168	149	25
2.0 TDI 170 Outdoor Plus 4x4	£30240	168	149	25
2.0 TDI 170 SE 4x4	£27240	168	149	24
2.0 TDI 170 SE 4x4	£31935	256	217	34
3.6 V6 FSI Eleg. 4WD	£31935	256	217	34
3.6 V6 FSI Laurin and Klement	£34575	256	217	34
1.6 TDI 105 Eleg. Greenline	£25375	103	113	17
<b>ROOMSTER 5dr mpv</b> Quirky looks, talented package, awkward image	★★★★★			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.2 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
<b>YETI 5dr 4x4</b> Useful, versatile cabin. Good handling and engines	★★★★★			
1.6 TDI 105 Outdoor SE B*nes G	£19915	103	119	14
2.0 TDI 110 Outdoor SE 4WD	£21405	109	154	14
2.0 TDI 140 Outdoor SE B*nes 4	£22230	138	152	18
1.2 TSI 105 S	£16915	103	142	13
1.2 TSI 105 Outdoor S	£16915	103	142	13
1.2 TSI 105 SE	£18425	103	142	13
1.2 TSI 105 Outdoor SE	£18425	103	142	13
1.2 TSI 105 Eleg.	£20250	103	142	14
1.2 TSI 105 Outdoor Eleg.	£20250	103	142	14
1.8 TSI 160 Outdoor L&K 4WD	£25940	158	184	22
1.6 TDI 105 SE Greenline II	£18405	103	119	14
1.6 TDI 105 Outdoor SE GreenLine	£18405	103	119	14
1.6 TDI 105 SE Greenline II	£19915	103	119	14
1.6 TDI 105 Outdoor SE GreenL	£19915	103	119	14
1.6 TDI 105 Eleg. GreenLine	£21675	103	119	14
1.6 TDI 105 Outdoor Eleg.	£21675	103	119	14
2.0 TDI 110 S	£18255	109	134	14
2.0 TDI 110 Outdoor S	£18255	109	134	14
2.0 TDI 110 Outdoor S 4WD	£19895	109	154	14
2.0 TDI 110 SE	£19765	109	134	14
2.0 TDI 110 Outdoor SE	£19765	109	134	14
2.0 TDI 110 Eleg.	£21590	109	134	14
2.0 TDI 110 Outdoor Eleg.	£21590	109	134	14
2.0 TDI 140 Outdoor SE 4WD	£22230	138	152	18
2.0 TDI 140 Outdoor Eleg. 4WD	£24165	138	152	19
2.0 TDI 140 Outdoor L&K 4WD	£27495	138	164	19
2.0 TDI 170 Outdoor Eleg. 4WD	£24840	168	149	22
2.0 TDI 170 Outdoor L&K 4WD	£27070	168	149	22
<b>SMART</b>				
<b>FORTWO 3dr hatch</b> A better Fortwo than ever, but there's no new reason to buy it	★★★★★			
0.9 90 Passion	£11720	89	97	-
0.9 90 Prime	£12415	89	97	-
0.9 90 Proxy	£12415	89	97	-
1.0 70 Passion	£11125	70	93	-
1.0 70 Prime	£11820	70	93	-
1.0 70 Proxy	£11820	70	93	-
<b>FORFOUR 5dr hatch</b> Four doors makes the smart more mainstream. Still expensive, though	★★★★★			
1.0 70 Passion	£11620	70	97	-
1.0 70 Prime	£12315	70	97	-
1.0 70 Proxy	£12315	70	97	-
1.0 70 Edition 1	£13365	70	97	-
<b>SSANGYONG</b>				
<b>KORANDO 5dr hatch</b> Good for a SsangYong, poor by class standards	★★★★★			
2.0d SE 2WD	£14995	147	147	19
2.0d SE4 4WD	£16495	147	157	19
2.0d ELX4 4WD	£19995	173	157	19
<b>REXTON W 5dr 4x4</b> Rugged seven-seater makes short work of mud. Tarmac more tricky	★★★★★			
2.0 SX	£21995	155	196	-
2.0 EX	£24495	155	196	-
<b>TURISMO 5dr mpv</b> Incredibly ungainly, but offers huge real estate for the money	★★★★★			
2.0d S	£17995	155	199	27
2.0d EX	£19995	155	199	27
2.0d EX	£23995	155	212	29
<b>SUBARU</b>				
<b>FORESTER 5dr 4x4</b> Solid, spacious and willfully unsexy	★★★★★			
2.0i XE	£25495	147	160	23
2.0i XE Premium	£27495	147	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	145	150	24
2.0d XC	£26995	145	156	25
2.0d XC Premium	£28995	145	156	25
<b>XV 5dr 4x4</b> No nonsense crossover doesn't quite make enough sense	★★★★★			
2.0i SE	£21995	148	160	21
2.0i SE Premium	£23995	148	160	22
<b>2.0d SE</b>	£23995	144	146	26
2.0d SE Premium	£25995	144	146	27
<b>OUTBACK ESTATE 5dr 4x4</b> Acceptable in isolation but no benchmark	★★★★★			
2.0 D SE Nav Plus	£32370	148	155	22
2.0 D SX Lineartronic	£31495	148	166	22
<b>WRX STI 4dr saloon</b> Appealingly old fashioned and behind the times all at once	★★★★★			
2.5 STI	£28995	296	242	40
<b>BRZ 2dr coupé</b> The GT-86's half brother looks just as good in Subaru blue. Cheaper, too	★★★★★			
2.0i SE	£22495	197	181	30
2.0i SE Lux	£23995	197	181	31
<b>SUZUKI</b>				
<b>ALTO 5dr hatch</b> Energetic, frugal three-pot is great fun. Noisy but endearing	★★★★★			
1.0 SZ	£7199	67	99	4
<b>1.0 SZ3</b>	£8399	67	99	4</



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group					
1.4i 100 Turbo SRI VX-Line	£13630	99	119	-	<b>CASCADA 2dr open</b> Comfortable and credible alternative to the usual runags <b>★★★★★</b>	2.0 CDTi 130 Design	£19544	129	104	1.4T 140 SE 2WD S-5	£21424	138	139	13	<b>GOLF 5dr estate</b> The complete package. Reassuringly expensive <b>★★★★★</b>	3.0 V6 TDI 240 LWB	£57615	236	224	45				
1.4i 100 Turbo SE	£13240	99	119	-	1.6T 200 200 Elite	£28350	202	168	24	1.4T 140 SE 4x4 S-5	£23124	138	149	13	<b>TOURAN 5dr mpv</b> Good chassis but little inspiration <b>★★★★★</b>	2.0 TDI 177 SEL	£33455	177	152	23				
1.3 CDTi 75 S-5 Life	£13150	74	-	6	1.6T 200 SE	£26250	202	168	24	1.7 CDTi 130 Tech Line S-5	£17949	129	120	12	1.4T 150 SE	£28350	177	152	23					
1.3 CDTi 75 S-5 Design	£13150	74	-	-	1.4T 140 SE S-5	£26250	202	168	24	1.7 CDTi 130 Exclusiv S-5	£19949	129	120	13	1.2 TSI 105 S	£19790	104	149	12					
1.3 CDTi 75 S-5 SRI	£13845	74	-	-	1.4T 140 SE S-5	£26250	202	168	24	1.7 CDTi 130 SE S-5	£22449	129	120	14	1.4T 150 SE	£23600	138	159	18					
1.3 CDTi 75 S-5 SRI VX-Line	£14880	74	-	-	1.6T 200 SE	£26250	202	168	24	1.7 CDTi 130 Tech Line 4x4 S-5	£19649	129	129	12	1.6 TDI 105 Blue Tech S	£21600	104	121	14					
1.3 CDTi 75 S-5 SE	£14490	74	-	-	1.6T 200 SE	£26250	202	168	24	1.7 CDTi 130 Exclusiv 4x4 S-5	£21649	129	129	13	1.6 TDI 105 BlueTech SE	£23705	104	121	14					
1.3 CDTi 95 S-5 SRI	£14345	94	85	9	1.6T 200 SE	£26250	202	168	24	1.7 CDTi 130 SE 4x4 S-5	£24149	129	129	14	2.0 TDI 140 BlueTech Sp.	£26930	138	127	19					
1.3 CDTi 95 S-5 SRI VX-Line	£15380	94	85	-	2.0 CDTi 165 SE S-5	£28215	163	138	23	<b>ANTARA 5dr 4x4</b> Stylish interior blunts usability. <b>★★★★★</b>	1.6 TDI 105 SE	£22085	103	102	12	<b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper <b>★★★★★</b>	2.0 TDI 177 SE	£30555	177	152	23			
1.3 CDTi 95 S-5 SE	£14990	94	85	-	2.0 CDTi 165 SE S-5	£28215	163	138	23	<b>Pontarr</b> <b>★★★★★</b>	1.6 TDI 110 BlueMotion	£22365	107	85	-	1.4 TSI 150 S	£25320	148	167	16				
<b>CORSA 5dr hatch</b> Very refined, stylish and practical. Engines not so good <b>★★★★★</b>	1.0i 90 S-5 Design	£13330	89	102	-	2.0 CDTi 195 Biturbo Elite S-5	£29700	192	138	27	2.4i 16v 167 Exclusiv	£19835	161	206	20	2.0 TSI 200 SEL DSG	£33775	197	198	25				
1.0i 90 S-5 SRI	£14025	89	102	-	<b>AMPERA 5dr hatch</b> There's 175mpg on offer if you can meet the asking price <b>★★★★★</b>	2.0 CDTi 140 Elite	£24004	138	104	19	2.2 CDTi 163 Exclusiv S-5	£21065	161	167	25	2.0 TDI 177 SEL	£33455	177	152	23				
1.0i 90 S-5 SRI	£14670	89	102	-	16kWh Positiv	£37350	149	27	20	2.2 CDTi 163 Exclusiv 4x4 S-5	£23485	161	177	25	1.4 TSI 150 S	£25320	148	167	16					
1.0i 115 S-5 Sting	£11425	113	-	-	<b>IONIGMA 4dr saloon</b> Nearly as good as a Mondeo. <b>★★★★★</b>	2.0 CDTi 140 Design	£23874	161	114	20	2.2 CDTi 163 Diamond S-5	£21865	161	167	25	2.0 TSI 150 SE	£25320	148	167	16				
1.0i 115 S-5 SRI VX-Line	£15060	113	-	-	16kWh Positiv	£37350	149	27	20	2.2 CDTi 163 Diamond 4x4 S-5	£24285	161	177	25	2.0 TSI 200 SEL DSG	£33775	197	198	25					
1.2i 70 Life	£11500	69	126	-	Restricted rear visibility <b>★★★★★</b>	1.8T VXR SuperSport	£29824	321	249	37	2.2 CDTi 184 SE Nav 4x4 S-5	£23785	184	177	28	2.0 TDI 115 S	£25320	148	167	16				
1.2i 70 Sting	£9595	69	126	-	2.0 CDTi 130 Design	£18244	161	119	20	<b>VX8R 4dr saloon</b> Still has old-school appeal. No longer cheap <b>★★★★★</b>	1.4 TSI 125 S	£20845	108	117	14	2.0 TDI 140 S	£26640	138	146	18				
1.2i 70 Design	£11500	69	126	-	2.0 CDTi 163 Design	£19694	161	114	20	6.2 GTiS	£54999	576	389	50	2.0 TDI 140 SE	£28950	138	146	18					
1.2i 70 SRI	£12195	69	126	-	2.0 CDTi 163 Design	£19694	161	114	20	<b>VOLKSWAGEN</b>	1.6 TDI 110 S	£20895	89	101	11	2.0 TDI 140 SEL	£31850	138	146	18				
1.2i 70 SRI VX-Line	£13230	69	126	-	2.0 CDTi 163 SE	£21494	161	114	20	<b>UP 3dr hatch</b> Hardly revolutionary, just quantifiably better <b>★★★★★</b>	1.6 TDI 110 S	£21050	110	103	-	2.0 TDI 140 Exec	£32100	138	146	18				
1.2i 70 SE	£12840	69	126	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Groove Up	£12125	74	108	4	<b>TIGUAN 5dr 4x4</b> Dull but capable soft-roader. Pricey, but good ride and handling <b>★★★★★</b>	1.4 TSI 160 BMT Match 2WD	£23955	158	156	21				
1.4i 90 Life	£11895	89	121	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Rock Up	£13465	74	108	4	1.4 TSI 160 Match 4WD	£25645	158	178	21					
1.4i 90 Sting	£11845	89	121	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TDI 140 BMT Match 2WD	£25150	138	138	18					
1.4i 90 Design	£11945	89	121	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TDI 140 BMT Match 4WD	£26920	138	159	19					
1.4i 90 Easytronic Design	£12500	89	121	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TDI 177 BMT Match 4WD	£27925	151	153	23					
1.4i 90 SRI VX-Line	£12540	89	121	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TDI 177 BMT Match 4WD	£27925	151	153	23					
1.4i 90 SE	£13185	89	121	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TDI 160 Match 4WD	£26485	178	198	24					
1.4i 100 Turbo SRI	£13195	99	119	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	1.4 TSI 160 Tech S	£21960	158	156	18					
1.4i 100 Turbo SRI VX-Line	£14230	99	119	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	1.4 TSI 160 4WD	£23650	158	178	18					
1.4i 100 Turbo SE	£13870	99	119	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 75 S-5 Life	£13540	74	-	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 75 S-5 Design	£13750	74	-	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 75 S-5 SRI	£14445	74	-	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 75 S-5 SRI VX-Line	£15480	74	-	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 75 S-5 SE	£15090	74	-	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 95 S-5 SRI	£14945	94	87	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 95 S-5 SRI VX-Line	£15980	94	87	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
1.3 CDTi 95 S-5 SE	£15590	94	87	-	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22					
<b>ASTRA 5dr hatch</b> Good handling, nice engines but over-gear. Focus is better <b>★★★★★</b>	1.3 CDTi 95 ecoFLEX Design S-5	£16835	94	104	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	<b>BEETLE 3dr hatch</b> Huge improvement, but the Golf underneath is superior <b>★★★★★</b>	1.9850	104	139	11	<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness <b>★★★★★</b>	£43415	204	173	39
1.4i VVT 100 Design	£15250	99	129	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.4i VVT 100 Excite	£17790	99	129	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.4i VVT 100 Tech Line	£16640	99	129	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 110 ecoFLEX Design S-5	£17735	108	97	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 110 ecoFLEX Elite S-5	£23175	108	97	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 110 ecoFLEX SRI S-5	£21740	108	97	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 110 eFLEX Tech Ln S-5	£18910	108	97	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 136 ecoFLEX Elite S-5	£23770	134	104	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 136 ecoFLEX SRI S-5	£22335	134	104	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 136 eFLEX Design S-5	£18330	134	104	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 136 eFLEX Tech Ln S-5	£19505	134	104	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 110 eFLEX Tech Ln S-5	£19770	108	97	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 136 eFLEX Tech Ln S-5	£20365	134	104	9	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6 CDTi 115 Design	£12605	114	147	12	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180	208	199	22	2.0 TSI 210 R-Line 4WD	£29180	208	199	22
1.6i VVT 115 Excite	£18600	114	147	12	2.0 CDTi 163 SRI	£21494	161	114	20	1.0 T5 Move Up	£9810	59	105	1	2.0 TSI 210 R-Line 4WD	£29180								



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 D2 SE Lux Nav S-S	£30045	113	103	19	1.6 D2 SE Lux S-S	£30145	113	108	19	2.0 D4 SE Lux S-S	£34720	178	113	30	2.4 D5 R-Design Lux Nav AWD S-	£39790	178	139	31
1.6 D2 SE Lux S-S	£28845	113	103	19	1.6 D2 SE Nav S-S	£28945	113	108	18	2.0 D4 SE Nav S-S	£33120	178	113	29	<b>X70 5dr estate</b>	Dull and unexceptional, but built to last	★★★★☆		
1.6 D2 SE Nav S-S	£27745	113	103	18	1.6 D2 SE S-S	£27745	113	108	17	2.4 D5 SE Nav S-S	£34570	212	126	30					
1.6 D2 SE S-S	£26545	113	103	18	1.6 T3 R-Design Nav S-S	£29450	148	139	23	1.6 D2 Business Edition S-S auto	£25695	113	111	18	2.0 D4 SE Nav S-S	£34410	178	117	28
1.6 T3 R-Design Nav S-S	£28375	148	135	23	1.6 T3 SE Nav S-S	£28205	148	139	22	2.0 D3 Business Edition S-S	£25695	161	119	24	2.4 D4 SE Lux 4WD S-S	£38290	161	139	30
1.6 T3 SE Nav S-S	£26875	148	135	23	2.0 D3 R-Design Lux Nav S-S	£33695	134	119	25	2.0 D3 SE Lux S-S	£33220	161	119	26	2.4 D5 SE Lux 4WD S-S	£37590	212	139	30
2.0 D3 R-Design Lux Nav S-S	£32395	134	114	25	2.0 D3 R-Design Lux S-S	£32495	134	119	25	2.0 D4 Business Edition S-S	£27195	178	113	28	3.0 T6 SE Lux 4WD	£43180	300	248	37
2.0 D3 R-Design Lux S-S	£31195	134	114	25	2.0 D3 R-Design Nav S-S	£31095	134	119	24	2.0 D5 Business Edition S-S	£28645	161	126	29	2.4 D4 SE Nav	£36340	161	139	30
2.0 D3 R-Design Nav S-S	£29895	134	114	24	2.0 D3 SE Lux Nav S-S	£31995	134	119	25	2.4 D5 SE Lux S-S	£36170	212	126	32	2.4 D5 SE Lux 4WD S-S	£39540	212	139	31
2.0 D3 SE Lux Nav S-S	£30695	134	114	24	2.0 D3 SE Nav S-S	£29595	134	119	23	<b>S80 4dr saloon</b>	Refined, high-quality exec saloon. Poor ride and residuals	★★★★☆			<b>X90 5dr 4x4</b>	Volvo takes the fight to Land Rover - with seriously impressive results	★★★★☆		
2.0 D3 SE Nav S-S	£28395	134	114	23	2.0 D4 R-Design Lux Nav S-S	£34945	178	103	29	1.6 D2 SE Lux S-S auto	£32220	113	109	21	2.0 T6 320 Momentum	£49200	316	179	-
2.0 D4 R-Design Lux Nav S-S	£33645	178	99	29	2.0 D4 R-Design Lux S-S	£33745	178	103	29	2.0 D4 SE Nav S-S auto	£30720	113	109	20	2.0 T6 320 R-Design	£52840	316	179	-
2.0 D4 R-Design Lux S-S	£32445	178	99	28	2.0 D4 R-Design Nav S-S	£32345	178	103	28	2.0 D4 SE Lux S-S	£33720	178	104	29	2.0 T6 320 Inscription	£53740	316	179	-
2.0 D4 R-Design Nav S-S	£31145	178	99	28	2.0 D4 R-Design S-S	£31145	178	103	28	2.0 D4 SE Nav S-S	£32220	178	104	28	2.0 T8 Hybrid Momentum	£59955	395	59	-
2.0 D4 R-Design S-S	£29945	178	99	28	2.0 D4 SE Lux Nav S-S	£33245	178	99	29	2.4 D5 SE Lux S-S	£36835	212	120	31	2.0 T8 Hybrid R-Design	£62855	395	59	-
2.0 D4 SE Lux Nav S-S	£31945	178	99	29	2.0 D4 SE Lux S-S	£32045	178	99	28	<b>X60 5dr 4x4</b>	Lovely, usable and attractive interior. A worthy Freelander rival	★★★★☆			2.0 T8 Hybrid Inscription	£63705	395	59	-
2.0 D4 SE Lux S-S	£30745	178	99	29	2.0 D4 SE Nav S-S	£30845	178	99	28	3.0 T6 R-Design Lux Nav AWD	£43720	300	249	37	2.0 D5 225 R-Design	£49285	222	152	-
2.0 D4 SE Nav S-S	£29645	178	99	28	2.0 D4 SE S-S	£29645	178	99	27	2.0 D4 SE Lux S-S	£33960	178	117	29	2.0 D5 225 Momentum	£45750	222	149	-
2.0 D4 SE S-S	£28445	178	99	27	2.4 D5 R-Design Lux Nav S-S	£36695	212	120	31	2.0 D4 SE Nav S-S	£32460	178	117	28	2.0 D5 225 R-Design	£49285	222	152	-
2.4 D5 R-Design Lux Nav S-S	£35395	212	119	31	2.4 D5 R-Design Nav S-S	£34095	212	120	29	2.0 D4 SE Lux S-S	£33960	178	117	29	2.0 D5 225 Inscription	£50185	222	152	-
2.4 D5 R-Design Nav S-S	£32895	212	119	30	2.4 D5 SE Lux Nav S-S	£34995	212	120	30	2.0 D4 SE Lux Nav S-S	£35160	178	117	29					
2.4 D5 SE Lux Nav S-S	£33695	212	119	30	1.6 T3 Business Edition S-S	£22005	148	139	21	2.0 D4 R-Design S-S	£35160	178	117	29					
1.6 T3 Business Edition S-S	£20675	148	135	21	1.6 T3 SE S-S	£27005	148	139	22	2.0 D4 R-Design Nav S-S	£33735	178	117	28					
1.6 T3 SE S-S	£25675	148	135	22	1.6 T3 R-Design S-S	£28505	148	139	23	2.0 D4 R-Design Lux S-S	£35160	178	117	29					
1.6 T3 R-Design S-S	£27175	148	135	23	3.0 T6 Polestar	£49755	346	237	38	2.0 D4 R-Design Lux Nav S-S	£36305	178	117	30					
1.6 D2 Business Edition S-S	£21545	113	103	17	1.6 D2 Business Edition S-S	£22745	113	108	17	2.4 D4 SE AWD S-S	£32790	178	139	28					
2.0 D3 Business Edition S-S	£22195	134	114	22	2.0 D3 Business Edition S-S	£23395	134	119	22	2.4 D4 SE Nav AWD S-S	£33990	178	139	29					
2.0 D3 SE S-S	£27195	134	114	23	2.0 D3 SE S-S	£28395	134	119	23	2.4 D4 SE Lux AWD S-S	£35490	178	139	30					
2.0 D3 SE Lux S-S	£29495	134	114	24	2.0 D3 SE Lux S-S	£30795	134	119	24	2.4 D4 SE Lux Nav AWD S-S	£36690	178	139	30					
2.0 D3 R-Design S-S	£28695	134	114	23	2.0 D3 R-Design S-S	£29895	134	119	24	2.4 D4 R-Design AWD S-S	£34065	178	139	29					
2.0 D4 Business Edition S-S	£23445	178	99	26	2.0 D4 Business Edition S-S	£24645	178	99	26	2.4 D4 R-Design Nav AWD S-S	£35265	178	139	29					
<b>V60 5dr estate</b>	Appealing cabin, nice looks and smooth drive. Too small	★★★★☆			2.4 D6 AWD Plug-in Hybrid	£49975	275	48	-	2.4 D4 R-Design Lux AWD S-S	£36690	178	139	30					
1.6 D2 R-Design Lux Nav S-S	£33045	113	108	20	2.4 D6 AWD Plug-in H R-Dsgn LN	£51675	275	48	-	2.4 D4 R-Design Lux Nav AWD S-S	£37890	178	139	30					
1.6 D2 R-Design Lux S-S	£31845	113	108	19	<b>V70 5dr estate</b>	Spacious, but suffers from vague steering and old engines	★★★☆☆			2.4 D5 SE Nav AWD S-S	£35890	178	139	30					
1.6 D2 R-Design Nav S-S	£30445	113	108	18	1.6 D2 SE Lux S-S auto	£33220	113	111	21	2.4 D5 SE Lux Nav AWD S-S	£38590	178	139	31					
1.6 D2 R-Design S-S	£29245	113	108	18	1.6 D2 SE Nav S-S auto	£31620	113	111	19	2.4 D5 R-Design Nav AWD S-S	£37165	178	139	30					
1.6 D2 SE Lux Nav S-S	£31345	113	108	19	2.0 D3 SE Nav S-S	£31620	161	119	25										

## AUTOCAR TOP FIVES

### Crossovers



- 1 Nissan Qashqai** From £18,000  
Virtually invented the crossover segment. The latest version, subtly better all round, retakes the class lead. ★★★★★



- 2 Skoda Yeti** From £16,000  
The Yeti is almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★★★



- 3 Peugeot 3008** From £17,000  
Hardly at the crossover cutting edge, but flexible cabin and split-level tailgate are among its thoughtful touches. ★★★★★



- 4 Suzuki SX4 S-Cross** From £15,000  
Capable in most respects – being decent to look at, drive and sit in – with exceptional economy as the kicker. ★★★★★



- 5 Dacia Duster** From £10,000  
Outstanding cash-for-capability prospect. Better with all-wheel drive. It's basic, but in a very good way. ★★★★★

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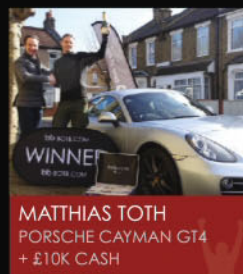


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## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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<b>EVORA 2dr coupé</b> ★★★★★												
Evora 2+2	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
<b>EXIGE S 2dr coupé</b> ★★★★★												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13

<b>MASERATI</b>												
<b>GRANTURISMO 2dr coupé</b> ★★★★★												
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
<b>GRANCABRIO 2dr open</b> ★★★★★												
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
<b>Ghibli 4dr saloon</b> ★★★★★												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

<b>MAZDA</b>												
<b>3.5dr hatch</b> ★★★★★												
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
<b>5.5dr MPV</b> ★★★★★												
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
<b>6.4dr saloon/5dr estate</b> ★★★★★												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
<b>CX-5 5dr hatch</b> ★★★★★												
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
<b>MX-5 2dr convertible</b> ★★★★★												
2.0 Sport	130	7.1	20.8	7.2	11.1	2.8	158	139	23.3	24/35	1086	3.1.06

<b>MCLAREN</b>												
<b>12C 2dr coupé/roadster</b> ★★★★★												
3.8 V8 coupé	205	3.3	6.7	2.3	9.6	2.6	592	442	35.4	19/23	1470	29.6.11
3.8 V8 Spider	207	3.4	7.2	2.4	14.0	2.4	616	442	35.4	19/23	1474	8.5.13
<b>650S 2dr coupé/roadster</b> ★★★★★												
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
<b>P1 2dr coupé</b> ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

<b>MERCEDES-BENZ</b>												
<b>A-CLASS 5dr hatch</b> ★★★★★												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
<b>B-CLASS 5dr MPV</b> ★★★★★												
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.12.12
C63 AMG Black	186	4.0	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12
<b>C-CLASS 4dr AAMC</b>												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
<b>CLA 4dr coupé</b> ★★★★★												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
<b>SLK 2dr cc</b> ★★★★★												
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
<b>E-CLASS 4dr saloon/5dr estate/2dr convertible</b> ★★★★★												
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 CGI cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
<b>CLS 4dr coupé/5dr estate</b> ★★★★★												
350 BlueEff.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S Brake	155	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13

<b>S-CLASS 4dr saloon/2dr coupé</b> ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
<b>GLA 5dr 4x4</b> ★★★★★												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
<b>M-CLASS 5dr 4x4</b> ★★★★★												
ML250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
<b>GL 5dr 4x4</b> ★★★★★												
GL350 AMG Spt	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
<b>SL 2dr convertible</b> ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09
<b>SLS 2dr coupé</b> ★★★★★												
SLS	195	3.9	8.0	2.9	5.0	2.3	563	479	30.4	19/24	1710	30.6.10

<b>MG</b>												
<b>3.5dr hatch</b> ★★★★★												
1.5 3Form Spt	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
<b>6.5dr hatch</b> ★★★★★												
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

<b>MINI</b>												
<b>MINI 3dr hatch</b> ★★★★★												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
<b>CLUBMAN 5dr estate</b> ★★★★★												
Cooper D	118	10.8	37.6	11.4	11.9	2.8	108	177	32.3	34/41	1295	31.10.07
<b>COUNTRYMAN 5dr hatch</b> ★★★★★												
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
<b>COUPE 2dr coupé</b> ★★★★★												
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
<b>ROADSTER 2dr convertible</b> ★★★★★												
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

<b>MITSUBISHI</b>												
<b>ASX 5dr hatch</b> ★★★★★												
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
<b>OUTLANDER 5dr 4x4</b> ★★★★★												
2.2 DiD GX5	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
PHEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

<b>MORGAN</b>												
<b>PLUS 8 2dr convertible</b> ★★★★★												
4.8 V8	-	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
<b>3 Wheeler 2dr convertible</b> ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

<b>NISSAN</b>												
<b>MICRA 5dr hatch</b> ★★★★★												
1.2 Tekna	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
<b>NOTE 5dr hatch</b> ★★★★★												
1.2 Acenta Prm	106	12.6	-	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
<b>PULSAR 5dr hatch</b> ★★★★★												
1.5 dCiIn-tec	118	10.9	35.5	10.8	13.1	2.9	108	192	35.7	50/57	1307	12.11.14

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Fuel economy	Weight (kg)	TEST DATE
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<b>JUKE 5dr hatch</b> ★★★★★												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Nismo RS	137	7.5	18.7	6.0	9.0	3.2	215	207	23.9	34/35	1341	11.3.15
<b>LEAF 5dr hatch</b> ★★★★★												
Leaf	91	10.9	-	11.4	7.3	2.8	107	207	8.76	320Wh/m	1545	27.4.11

<b>OASHOAI 5dr hatch</b> ★★★★★												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
<b>X-TRAIL 5dr hatch</b> ★★★★★												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
<b>370Z 2dr coupé</b> ★★★★★												
370Z	155	5.4	12.8	4.7	9.9	2.4	326	270	30.5	26/34	1508	29.7.09
<b>GT-R 2dr coupé</b> ★★★★★												
Black Edition	193	3.8	8.5	3.6	5.3	2.5	478	434	28.1	19/28	1775	6.5.09

<b>NOBLE</b>												
<b>M600 2dr coupé</b> ★★★★★												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09

PEUGEOT												
208 3dr hatch	★★★★★											
1.2 VTi Active	109	14.2	-	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
208 3dr hatch	★★★★★											
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
208 HDi 163	138	9.6	28.6	9.7	5.8	2.57	161	255	32.3	32/46	1680	25.5.11
208 Mini SUV	★★★★★											
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr hatch	★★★★★											
Sport HDi 150	121	9.4	29.1	9.1	9.5	2.1	148	251	32.2	44/50	1580	11.11.09
Hybrid4	118	9.0	31.6	8.9	8.6	2.6	161+36221+14832.7	41/49	1790			25.1.12
5008 5dr MPV	★★★★★											
1.6 HDi 110	114	13.0	22.0	13.2	9.8	3.1	107	192	28.1	20/48	1547	27.1.10
RCZ 3dr coupe	★★★★★											
R THP 270	155	6.8	15.3	5.5	5.8	3.0	266	243	24.2	36/44	1355	12.2.14



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AAS 8	22 G	LJ 3	10 R	D10 NNE	43 AB	73 DS	JH 54	77 OO	44 SB	1 DR	1 RCH
6 AH	5 GA	LJ 4	5 RY	D14 ANE	82 AT	DL 95	41 JN	40 PB	89 SB	1 DT	1 REY
AH 20	7 GS	LJ 6	8 S	EMA 2	99 AS	DM 77	68 JS	69 PN	60 SF	EVJ 1	1 RH
4 AK	GS 146	7 LX	9 SA	E13ONY	16 AY	64 ED	87 JW	50 PE	86 SN	1 EVY	1 RHL
AK 6	17 H	85 M	2 SLK	F1 TTA	65 AN	20 EF	75 KA	69 PE	SN 13	1 EWW	1 ROS
AK 7	H 97	M 36	5 SPY	FAT 1E	10 BA	33 EJ	81 KK	16 PR	88 SR	F 1	1 RVV
AK 30	HAJ 1G	M 55	1111 T	GW11 SON	25 BF	29 EL	17 KL	15 PY	17 SS	FCU 1	1 RYL
AML 77	HB 7	MT 5	500 T	JON 1N	30 BV	12 EP	45 KR	33 PZ	65 TU	1 FP	SHJ 1
47 B	4 HER	333 MW	TK 6	JOY 1S	36 BL	45 EP	KS 17	15 PU	24 TN	1 FUG	1 SUU
10 BCC	4 JAK	47 N	TOW 2	K1 RRK	42 BL	EE 11	36 KS	68 RD	75 TN	1 GBW	THN 1
BJ 3	JAN3E	67 N	9 USA	K4AHN	90 BL	33 FD	KW 48	92 RD	15 TT	1 GEW	1 TMJ
BK 4	4 JEY	69 N	VG 2	POD 2	86 BL	27 FK	11 LE	23 RE	61 TH	GWN 1	1 TNK
BN 6	3333 J	7 NJ	22 WWW	POD 3	BL 15	34 FM	30 LE	34 RE	73 TL	1 HJY	1 TOC
BN 7	JJ 2	4 NJU	WM 6	NAS1R	52 BN	FM 19	42 LE	27 RM	TK 25	1 HWX	1 TTJ
BR 6	JJ 3	NO 4	4 WD	1 RAT	56 BN	74 FT	92 LJ	RB 17	40 UG	HX 1	TTJ 1
7 BUD	333 JJJ	18 O	22 XXX	4 RON	67 BN	FV 10	47 LW	RG 65	57 UD	1 HYP	1 UA
7 BX	JN 4	OI 3	96 X	ROS 5	23 BO	43 FW	15 MC	RG 67	70 WN	1 JUL	1 UDV
82 C	JS 535	6 OL	7 XA	111 ROB	56 BR	56 GE	11 MG	RG 69	41 WR	LFO 1	1 USH
C 144	JW 260	5 OOT	7 XC	T3 ASA	32 CA	56 GF	75 MJ	43 RJ	21 WL	1 LRD	1 XAJ
4 CAT	JW 8	1111 P	20 Y	TES5S	54 CB	58 GH	22 MU	52 RJ	55 WL	1 MFN	1 XB
2 CH	7 JX	P 21	7 YN	TED 253	93 CB	42 GN	56 ND	56 RJ	WC 45	1 MPD	1 XD
DB 171	4 K	P 41	5 YYY	T1 SET	CB 26	37 GS	26 NE	57 RJ	No1's	1 NFU	XRS 1
E 31	KS 5	999 PH	Names	T44 LKS	49 CS	84 GS	29 NL	61 RJ	BHT 1	NRH 1	1 XRW
25 E	KS 6	8 PL	AD11 DAS	TH15 LET	13 CT	69 GW	26 NM	63 RJ	1 BMG	NST 1	1 YH
6 EP	6 LL	POR 5H	AS11 LEY	T40 RLY	19 CT	HM 33	84 NT	91 RJ	1 BVT	OCN 1	1 YNC
8 E	65 L	PR 4	AND 1P	T1TCH	98 CT	10 HY	11 OU	95 RJ	1 CEO	OWK 1	1 YOR
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MATT BURT

Rear View Mirror: tales from our archive

# Bugatti in bankruptcy

## 16 April 1997



**B**ugatti has recently sold the 450th and final Veyron, bringing to a close a storied 10-year life for the outrageous W16-powered machine. However, the car wouldn't have existed had the Volkswagen Group not bought the company in 1998 and, in so doing, rescued it from oblivion.

Prior to its intervention, a spirited revival attempt, led by Italian entrepreneur Romano Artioli, had hit the skids, scuppered by a stuttering global economy and some breathtaking profligacy by Bugatti's owners.

Consider, for example, the relaunch of the brand. In September 1991, Bugatti had lavished £160,000 on a dinner for 1600 guests, hiring Louis XIV's Versailles palace for the occasion.

By September 1995, however, Bugatti's Campogalliano factory near Modena was silent, the workers sent home after the company was declared bankrupt and the gates locked.

Only one man had a key: Gian Luigi Rossini, the bankruptcy trustee appointed to handle Bugatti's affairs. On a spring day in 1997, he invited Autocar's European editor, Peter Robinson, to have a poke around inside.

"A thin film of dust covers everything

**'A Luxembourg firm paid £476,000 for the four finished EB110s, the first production car and another that's minus the engine'**

and proves that not even the cleaners have been given access," described Robinson in his subsequent article. "Office staff desks are littered with holiday postcards, in-trays hold fading faxes, old cigarette butts fill ashtrays, and rubbish bins carry the last day's detritus.

"Search and you'll find poignant lists of things to do tomorrow, phone calls that were never returned. Only Artioli's desk is free of debris, but then it was always like this."

In the workshop, there were signs that Bugatti's workers had been putting together the firm's EB110 supercar right up until the day the factory closed.

"Five sit forlornly in various stages

of completion in the air conditioned assembly area," wrote Robinson. "Four ready-to-ship EB110s sit in the final road testing area. Bit by bit, part by part, the factory and its contents are being sold off in an attempt to pay back some of the firm's liabilities, estimated to be £36 million.

"A Luxembourg company paid £476,000 for the four finished EB110s, the first production car and another EB110 that's minus the engine. At little more than £90,000 each (forgetting the incomplete car), that's reasonable enough when you remember that Bugatti was asking £285,000 for an EB110 GT in 1995."

Also in the workshop was a part-built EB112, a Giugiaro-designed saloon that looked like an ahead-of-its-time Porsche Panamera when it was shown in concept form at the 1993 Geneva motor show. The stillborn car featured an early iteration of the Bugatti grille that would be seen on the Veyron years later.

Less than a year after Autocar's tour of the factory, Volkswagen swooped in to buy Bugatti and followed through on a vision of building grandiose luxury cars – a vision, as it turned out, that wasn't a million miles from Artioli's.

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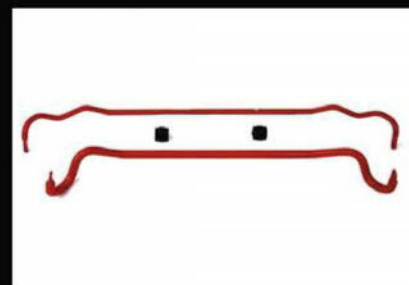
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